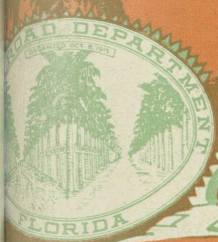


# FLORIDA

## Highways

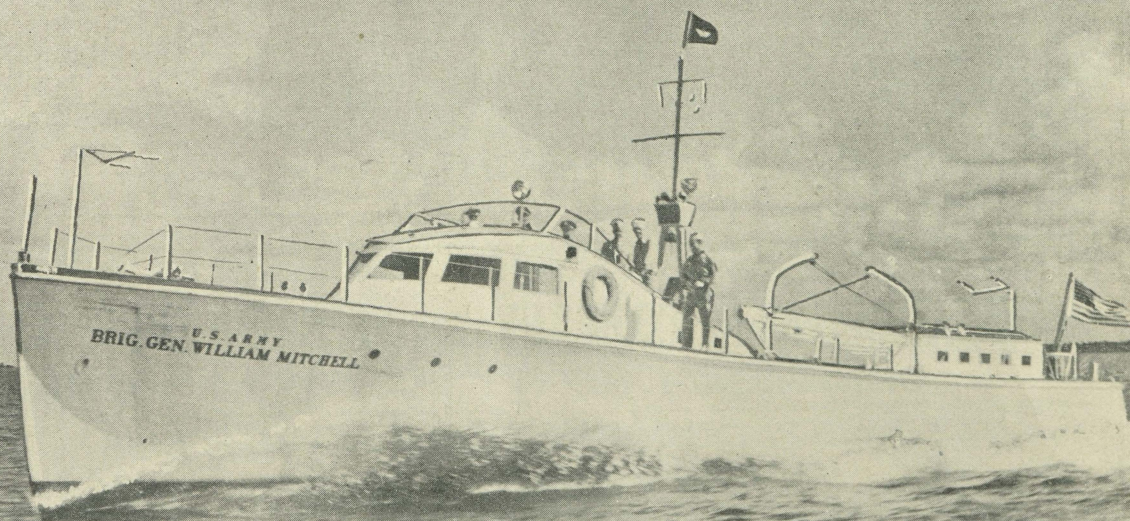


Publication of

State Road Department---Highway Patrol---County Commissions

VOLUME 11  
NUMBER 8

JULY 1943



Rescue boat, one of the fleet of craft docked near field "just in case."

—Photo by Army Air Corps.

MacDill Field [Tampa]



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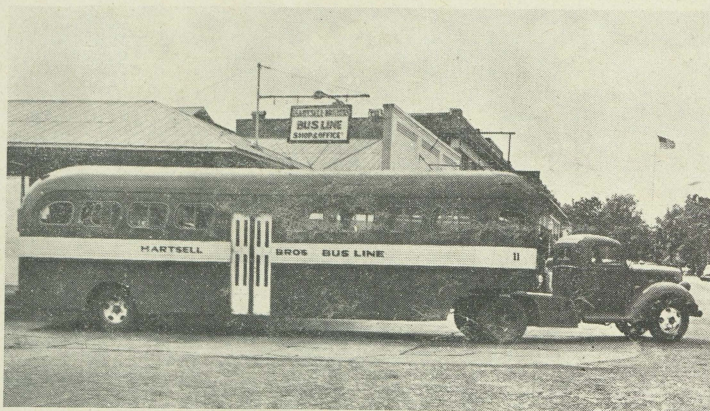
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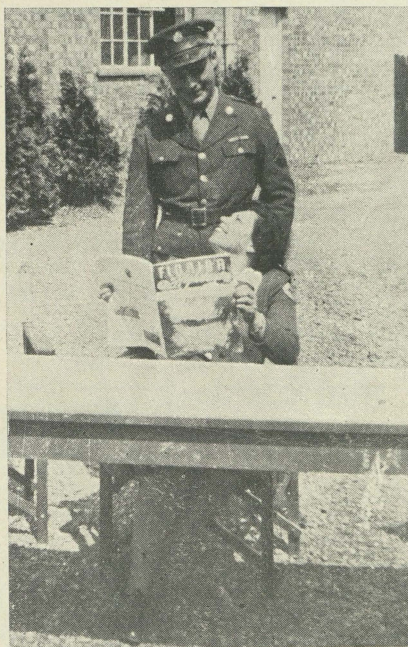
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## 32 PERSONS KILLED

Thirty-two persons were killed in automobile accidents during June, according to report of J. J. Gilliam, director of the Florida Highway Patrol.

## FLORIDA HIGHWAYS IN ENGLAND



The photographs above were sent to Florida Highways by Cpl. Lester P. Robinson, editor of the West Orange News, Winter Garden, who has been with the 2d Special Service Unit in England since Sept. 1st of last year. He writes: "Here's a few shots taken by one of the girls in the American Red Cross. In one you see a damn good Rebel (myself) converting a Yankee, Miss Ruth Druskin, assistant club director of the Newbury Red Cross Club, with the aid of Florida Highways. My copies of the Highways are very much in demand by my newspaper friends in England." The issue being inspected is our April issue.

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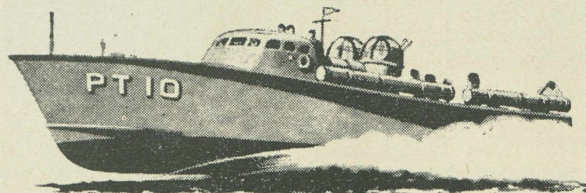
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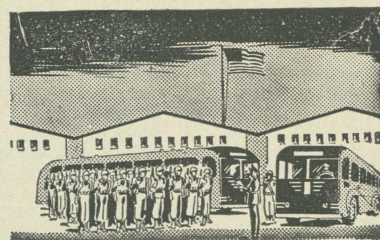
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# FLORIDA FOURTH ESTATE

**R**ARELY has an editorial published in a Florida newspaper been reproduced as often as has the one written by Harris Sims, editor of the Lakeland Ledger on the "four points" given by Governor Holland to the graduating class of Leon (Tallahassee) high school. The editorial is reproduced in full in the adjoining column.

As stated, the "four points" were delivered to the class in which the governor's daughter, Mary Groover, was a member. They were so well thought of that the Associated Press carried a story on its wires and the message was carried in news form by almost every newspaper in the State.

The Ledger editorial was rivaled by one in the Miami Herald, also reproduced in many State newspapers, which went into a little more detail in giving the governor's explanation of the points, or qualities, which, the chief executive said, he had found in every "really big" person.

The first quality, said Governor Holland, was love of the beautiful. This might be expressed in the lines of a bird in flight, a fawn at the water hole in a forest or the architectural beauty of a building. This, he said, was an ennobling virtue which kept loveliness alive in the memory forever.

Then there was the quality of tolerance, not alone in religion, race, politics and society but the personal inclination to go along with the other fellow in the belief of his sincerity of purpose. "Things I thought with all my heart were right, I've found out later to be wrong," the governor said.

Good humor was rated next. Governor Holland attributed President Roosevelt's popularity in part to a saving sense of humor, "the willingness to see something to smile about in spite of difficulty and tension."

Finally, said the governor, there was the quality of the thirst for knowledge, for facts, for information. There could be no monotony in a life devoted to digging out the answer to questions about life itself.

Among newspapers carrying reprints of the Ledger or Herald editorials, or other editorials on the "four points" were the Everglades News, Tallahassee Democrat, Apalachicola Times, Ft. Myers News-Press, Palm Beach Times, Pensacola News, Collier County News and others.

## The Veto

Veto by Governor Holland of the measure to raise the salary of school teachers without providing the means to do it appears to have met with general approval of the press of the State, the headings of editorials published running from "A Wise Veto" to "No Valid Complaint."

"Veto of the act . . . for the sufficient reason that there is no money to provide the increase is founded on sound sense and will be generally approved," says the Tampa Tribune. . . . Governor Holland says such

## FOUR POINTS FOR HOLLAND

(Lakeland Ledger)

Governor Holland got off four points in his address before members of the high school graduating class in Tallahassee the other night that are worth anybody's attention.

The average speaker has three points in his address. Governor Holland, being better than average, had four. And he had to make his address an unusually good one because his daughter, Mary Groover, was a member of the class.

He told the students that every really big individual has four qualities:

- (1) A love of the beautiful.
- (2) Tolerance.
- (3) Good humor.
- (4) Thirst for knowledge.

The more you study those four points, the more you realize that the governor got off something pretty fundamental.

If you have all four of these qualities, you have many friends, a good share of happiness and probably a good reputation.

source "just doesn't exist," and that the increase would leave the State 'hopelessly hamstrung—we'd be sunk before we started.' He's right."

Other editorial comment on the veto included the following:

Miami Daily News—In vetoing the bill by which the late legislature provided for an increase in teachers' salaries, Governor Holland extended his reputation for foresightedness and for political courage.

The bill was strictly a "hot potato." It landed in the lap of the governor by action of the legislature which failed to provide money to carry it into effect. This either was an accident or else an exercise in the craft of buck passing. In any case the legislature ducked the odium of saying 'no' to the teachers in so many words, while actually saying it in so many facts. With a weak or timid governor the potato would have been passed down the line and the teachers would have been in for a deferred but much more cruel disillusionment.

Governor Holland, on the contrary, took the bull by the horns, explained to the teachers that salary raises cannot come out of an empty treasury and vetoed the measure. He is to be commended for his frankness and his sense of responsibility.

Orlando Reporter-Star—It looks to us as if the legislature made a costly error in

not providing the appropriation to meet the increase when they passed the bill.

St. Petersburg Times—You may not realize it but you owe Governor Holland a pat on the back for his veto of the bill to raise the State contribution to teachers' pay from \$800 to \$950. This does not mean that we are against a pay increase for teachers. We feel strongly that their pay must be raised, but we believe in raising it locally in each county . . . If we raise our teachers' pay through local taxation we will have to tax ourselves only enough for our teachers. We favor this. It will cost us only one-third as much as the State plan would. Let's be good business men on this.

Bradenton Herald—The governor suggests that the counties, with their better tax situation due to higher percentage of collections on their tax rolls are in position to do better by the teachers. He suggests that they find the money necessary to supplement the State's \$850 per teachers unit and thus raise the average teacher's wage to something like what it should be.

Arcadian (Arcadia) — Fortunately the State had a governor who had the courage to do the proper thing, even if it might subject him to criticism which belonged to others, and he vetoed the salary increase measure.

It is pretty obvious that if the people of Florida want to keep their schools up to standard they are going to have to kick in with some more money to operate on. That is the way the schools were kept going in earlier days, and it seems like the proper way to do it. A community which does not have enough interest in its children to provide them schools is in a pretty sorry situation.

Tampa Times—It would be difficult if not impossible to raise a valid complaint against Governor Holland's veto of the increased appropriation which the legislature voted for schools without providing revenue to pay it.

Madison Enterprise-Recorder—In the light of that (no revenue) we think that his veto was correct.

Titusville Star - Advocate — It was an empty gesture. Governor Holland could do little else than veto the measure.

"There were few controversial issues and none which split either house into warring camps for any length of time," says the Tallahassee Democrat. . . . "An outstanding feature of the session was the success of the governor's program. All the major recommendations of Governor Holland have been enacted into law.

"Our hearty congratulations to President Philip Beall and Speaker Richard Simpson on their leadership and to each representative and senator on a good job done."



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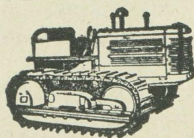
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## Official Publication State Road Department—Florida Highway Patrol Florida Association of County Commissioners

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 11

JULY 1943



NUMBER 8

J. E. ROBINSON.....*Publisher*  
SAM ELLIS.....*Editor*

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

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Address all correspondence to Florida Highways—not to individuals

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# EDITORIALS

## Price Control Confusion

**WE AGREE WITH** William L. Wilson, director of State farmers' markets, who declares that producers of the State are so confused by government orders and restrictions regarding crops and prices that they are entirely at a loss as to what to plant. It would not be surprising if many of the vegetable producers would follow the lead of many dairymen and give up in disgust.

Just as the tobacco auctions are about to open in Florida, new ceiling prices are announced and both producers and buyers are unable to understand them. The recent adjustment in the retail price of milk was not sufficient to compensate producers for the increased price of feed and labor.

While it would not do for everyone to hold back produce for higher prices, recent events in the price control of Florida products causes a gleam of sympathy for those Central West farmers who are putting their corn into cribs and feeding it to their hogs and cattle.

## St. Pete Leads

**ST. PETERSBURG AGAIN** is leading the way in municipal advertising to get tourists during and after the war. T. C. Griffith, city advertising agent, and a good one, has announced a \$50,000 advertising campaign to be carried chiefly in newspapers of the country.

The west coast resort city has the right idea. This is no time to cut down on municipal advertising. Rather a time to increase it. Hundreds of thousands of people who have never before had enough money to take a much-desired trip to Florida have it now and they will be here after the war is over. The municipality that does the best advertising will get the chief benefits from their visits.

It is interesting to note that the State Chamber of Commerce directors, in their recent meeting at Daytona Beach, agreed that advertising is the medium to bring an "invasion" of tourists to Florida after the war.

There is no substitute for advertising, whether a merchant wishes to sell goods to individuals or a city wishes to sell its climate and recreational facilities to the Nation.

## Up And At 'Em

**WHETHER OR NOT** the rejuvenated effort on behalf of Florida's delegation in Congress to get readjustment of gas rationing regulations for the State was due to their letters, Florida Highways thanks those who followed the magazine's suggestion in last month's editorial. It looks like they are really "going to town" on "Honest Harold" Ickes, who finally is showing some disposition to lessen the pressure on a territory which should never have been in the closely rationed zone of eastern seaboard States.

Senator Andrews appears to be leading the movement of the delegation on Ickes which was somewhat stimulated by Governor Arnall of Georgia, who joined Governor Holland's fight during the month. The newspapers were wrong in reporting Arnall at the head of the fight. Governor Holland and Chairman Thomas A. Johnson of the State Road Department have been at it hammer and tongs since the unjust inclusion of Florida in the closely rationed zone. This month they presented the facts and figures that could not be ignored by the Washington bureaucrats and something appears about to happen. These facts are presented in the news columns of this issue.

## Patrol Again In Spotlight

**FLORIDA'S HIGHWAY PATROL** was in the spotlight again last month due to its close cooperation with the Federal Bureau of Investigation in the war-time enforcement of law and order and the apprehension of criminals.

The patrol chased two desperadoes—L. D. Harvey and Elbert Edwards, wanted by the FBI for transporting a stolen automobile and by the civil authorities on a charge of murder—through three counties, finally capturing them at Lake City. They are reported to have confessed to robbing and beating a Louisville, Ky., man and driving his car to Florida. They also admitted to being Army deserters.

The patrol, under direction of J. J. Gilliam, is establishing a great record and has had many compliments from FBI officials for their close cooperation and assistance with the operations so necessary during wartime. This work is in addition to the patrol's regular duties of patrolling highways, convoying military movements, of which there have been many, and assisting local and State officials in the performance of their work of law enforcement.

## Good Work, Raiford!

**FLORIDIANS WILL** have to take their hats off to the prisoners of the State Prison Farm at Raiford who handled the processing of No. 3 War Ration Books and who have volunteered to file the more than 700,000 applications which have been made by Florida citizens. It was a job well done which probably could not have been handled by any other unpaid volunteer organization in the State.

The number of ration books processed by the prisoners on July 10 had reached the total of 1,905,600. One day the prisoners put out 94,600 in eight hours. All of the work is being done by volunteers and they would, according to officials, work much longer hours if permitted to do so.

In placing credit for the accomplishment of the tremendous task, the names of Superintendent L. F. Chapman and W. N. North, director of education at the prison should not be omitted.





The best medium bomber in the world—Martin B-26 (Marauder)—in flight over MacDill Field

—Photo by Army Air Corps.

## Name, MacDill, Glorified Daily . . .

CREATED A LITTLE over three years ago from the sweat and toil of an America preparing for war, MacDill Field (Tampa) in this short span of time is recognized as one of the outstanding air bases in the country.

Today its Marauding B-26's unequalled in performance by any medium bomber in the world, thunder over Florida as they prepare for a debut in the theater of war. Many sister ships already are in action. The highly trained crews who were moulded into precision combat teams at MacDill Field and its sub-bases are not just practicing over there. They are applying all the scientific formulas of death they were taught at this base.

Though the field itself is far removed, geographically, from the field of combat, the name of MacDill is being glorified by the brilliant performance of bomber crews who were trained here. And as the war pro-

### Capt. Glenn F. Marston

Air Corps Public Relations Officer  
MacDill Field

gresses, the men from MacDill continue to write flaming pages of history on every far-flung battle front. In the vanguard of action was Major General Clarence L. Tinker, former commander of MacDill Field, when he lost his life in the battle of Midway on June 13, 1942, while leading his men in an aerial attack with the Flying Fortresses.

Since the conversion from B-17's to B-26's MacDill's tempo has been stepped up to meet the swift pace set by these medium bombers, classed as the fastest plane of its type in the world. The B-26 was born out of the present conflict but already she is tried and tested and has proved her mettle in mortal combat. MacDill Field is the home of these deadly

bombers and their crews. It is here that plain, ordinary men from all walks of life have been trained to master these famous planes. The B-26's and their crews have won the highest compliments of Army leaders and justly so. The men of MacDill are proud of the B-26 performance record, for it reflects the spirit of this giant field, which holds the distinction of being the largest medium bombardment base in the Southeast.

The location for MacDill Field was approved by the Secretary of War on July 19, 1939 and officially named in honor of Col. Leslie MacDill, who was killed when the plane he was piloting crashed at Anacostia, D. C., on November 9, 1938. Actual work was started on November 28, 1939 when the first crew of WPA workers arrived and began clearing the site for flying field and building area. At that time MacDill was nothing but a barren waste-



land, covered with tropical vegetation and swamps and literally alive with rattlesnakes and alligators. However, in a few short months the field was ready to receive the first contingent of soldiers, who arrived in March of 1940. The first station complement consisted of the 27th Air Base Group with organizations from the Quartermaster, Ordnance, Signal Corps, Engineers, Chemical Warfare and Medical departments.

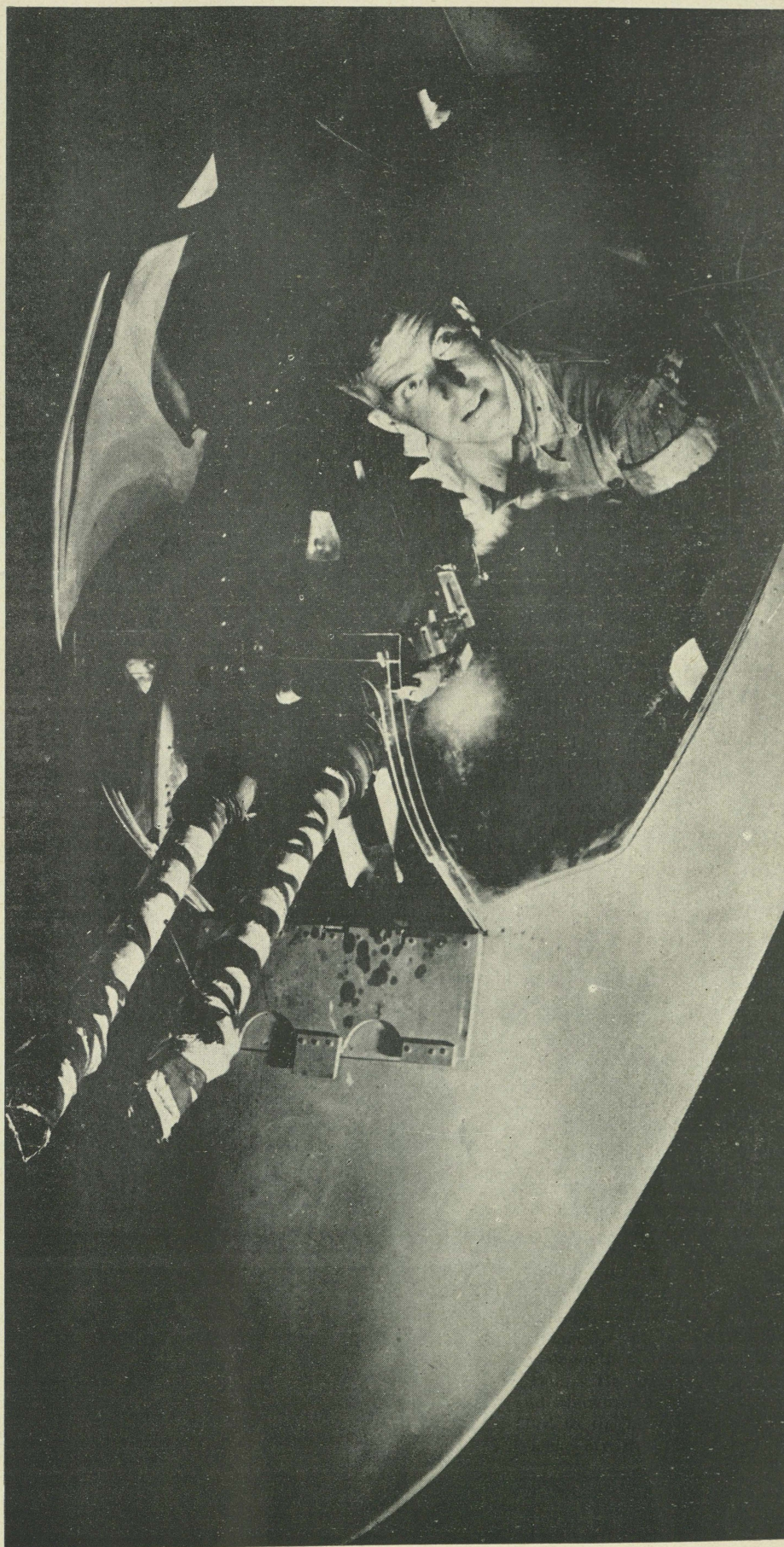
Shortly after the formal opening, this field became the home station of the 29th Bombardment Group, 44th Bombardment Group, 21st Reconnaissance Squadron and the 14th Reconnaissance Squadron, all in the heavy bombardment class. Most of these organizations were among the first of America's Air Forces to be sent to combat duty. The Headquarters and Headquarters Squadron of the Third Bombardment Wing, which was later expanded to become the Third Bomber Command, was also stationed here at that time. Still here, this organization is now the Headquarters Squadron of the Third Bomber Command.

Since early June of last year the men of MacDill have been writing their history with the new Martin B-26 bombers. Well remembered is the first B-26 to glide to a stop on a MacDill runway; equally well remembered in Tokyo is the man who stepped out. It was Major General Jimmy Doolittle, commander of the Army Air Forces in Northern Africa and spark plug of the Tokyo raid.

On July 30, 1942 Colonel Thomas S. Voss came here from Orlando Field as Base Commander. Under Colonel Voss' guiding hand MacDill Field has undergone many important improvements which are necessary to better efficiency. These improvements are also responsible for the high morale of MacDill soldiers. Colonel Voss has an interesting Army background, having served for almost six years as an enlisted man. From 1911 to June 30, 1917, he progressed step by step up through the enlisted ranks.

To be included as part of MacDill Field are the auxiliary and sub-bases. Drane Field at Lakeland, and Henderson Field near Sulphur Springs are the two sub-bases.

On April 16, 1941 when MacDill Field was formally dedicated, civil-

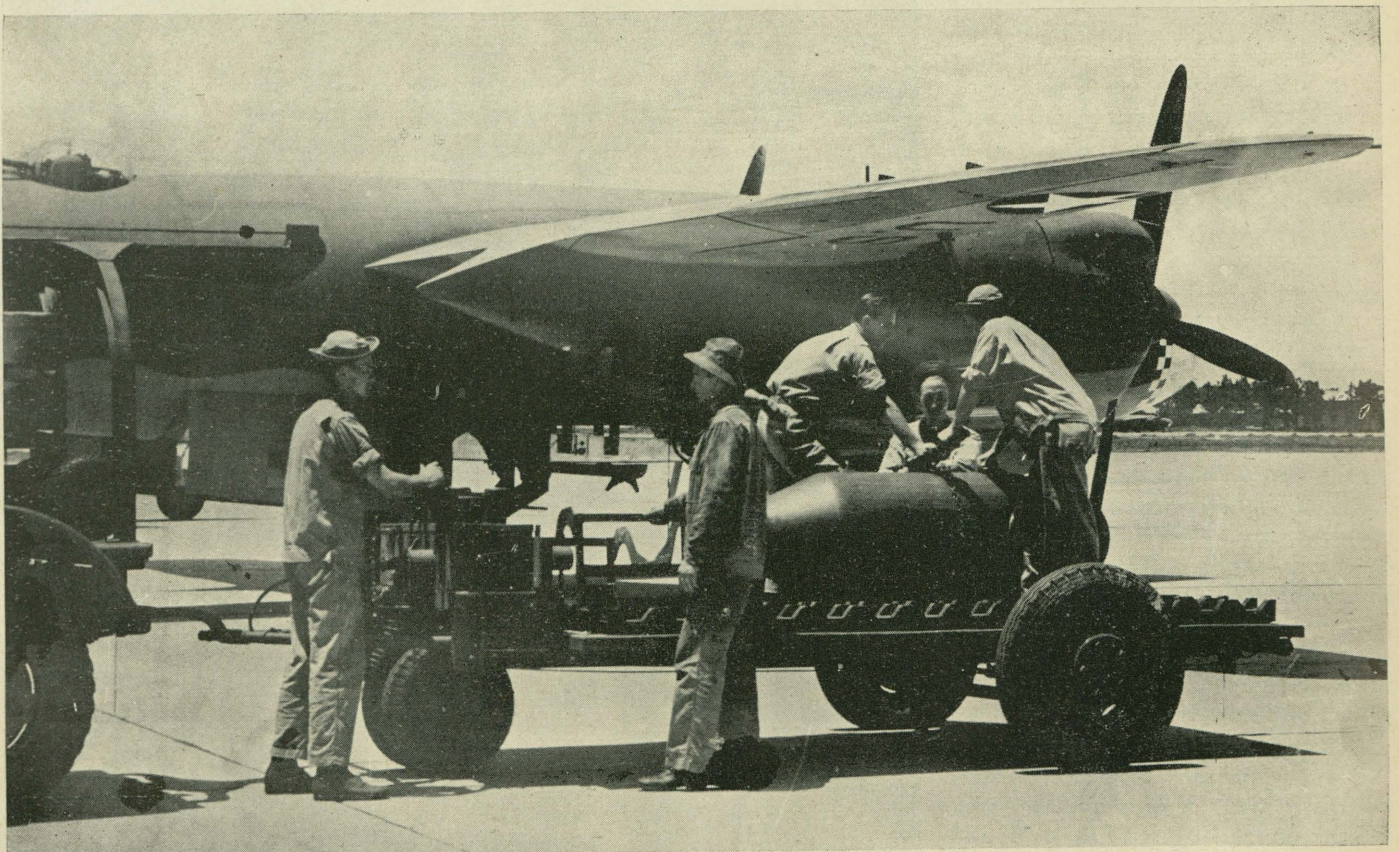


Tail-gunner in B-26 at MacDill Field. "Good Hunting," for him, we hope  
—Photo by Army Air Corps.





Above, Lakeland Air Base, sub-base of MacDill Field, where advance training for air and ground crews is given.  
Below, loading a 2,000-pound bomb in a Marauder (B-26)  
—Photo by Army Air Corps.

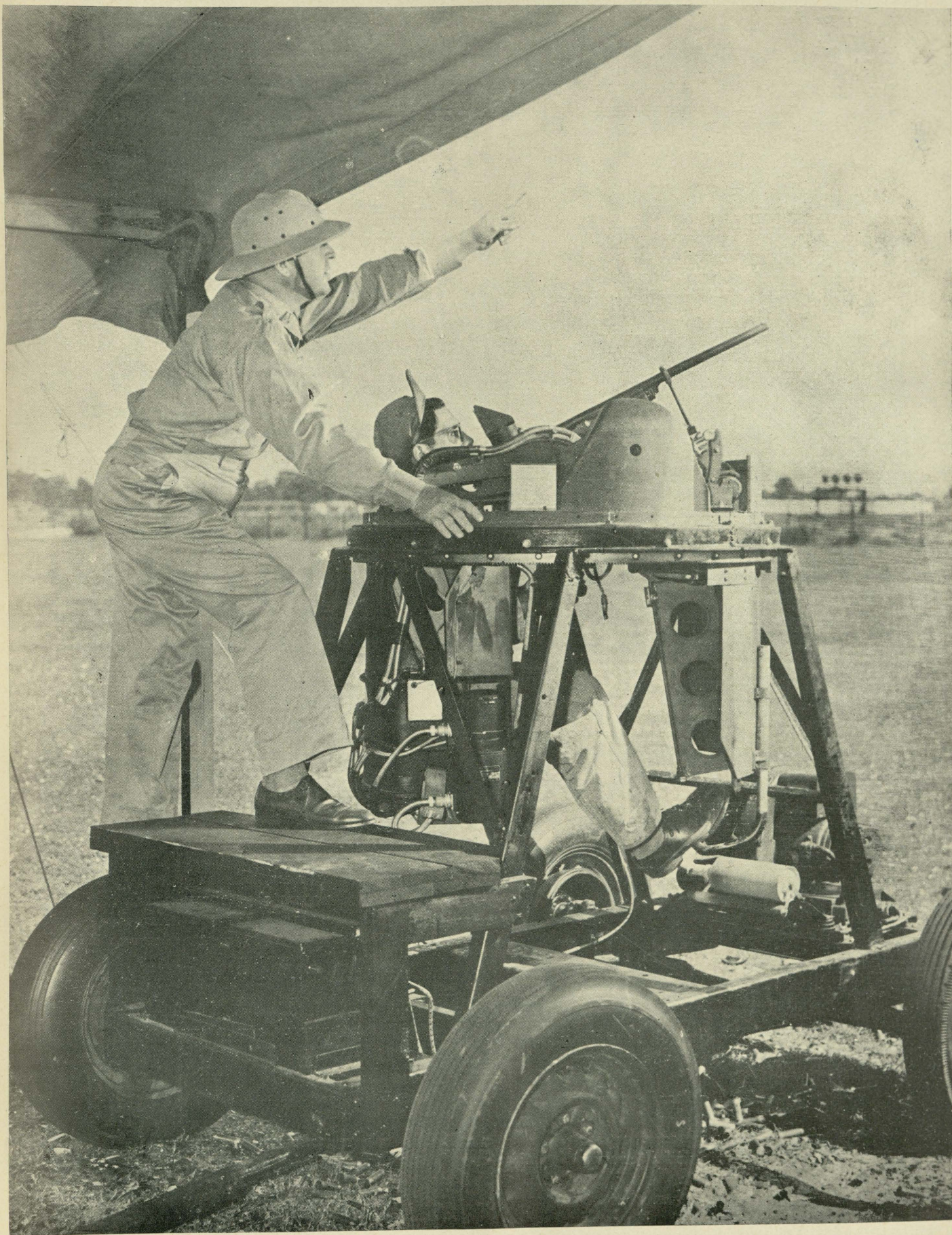


ians got their first close-up of modern planes of war. Thousands of interested citizens and a host of digni-

taries attended the ceremony, including Brigadier General Herbert A. Dargue, official representative of the

chief of the Air Corps and the War Department who was the principal speaker.

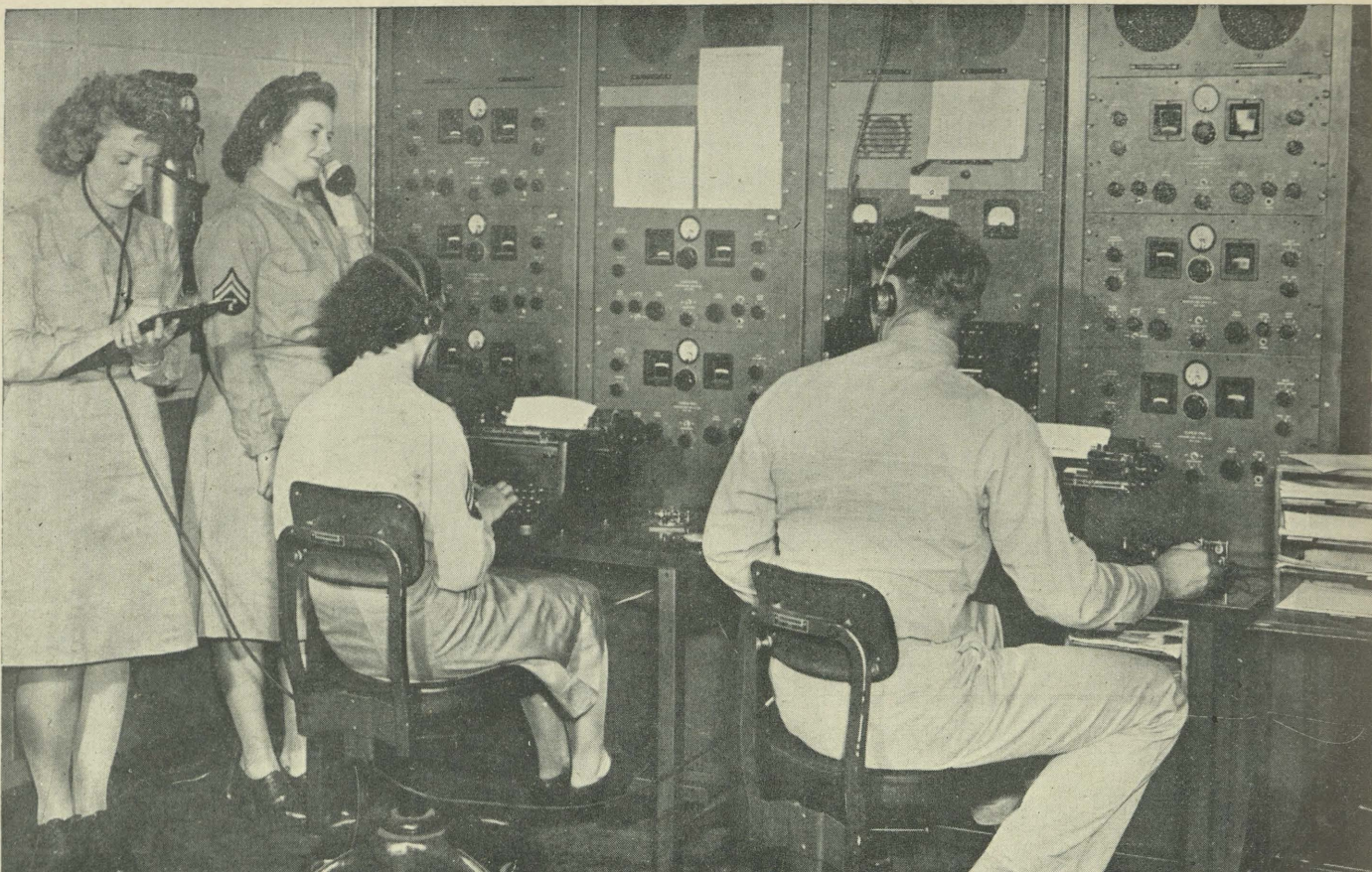




Training a gunner at MacDill Field. He will soon be winging his way over Axis countries in B-26's. Note empty shell cases on ground—he's actually shooting

—Photo by Army Air Corps.





Top, WAAC's, 250 strong, are daily taking over duties of physically fit soldiers at MacDill Field. Below, left, decontamination is an important part of training in case of enemy gas attack. Right, typical B-26 pilots at MacDill

Distinguishing MacDill Field as an extremely important base is the Third Bomber Command Headquar-

ters stationed here. At present it is commanded by Brigadier General James E. Parker. General Parker,

who succeeded Brigadier General Samuel M. Connell, is a graduate of  
(Continued on page 30)





Gum Ready For The Still

# The Story of Naval Stores . . .

## PART II

### FIELD OPERATIONS

Day give me a hack and a stock  
An' put me in a crop,  
An' say ole nigger,  
Ef you wanna see dat double line  
You shorely got to chop.

—Old Turpentine's Song.

Before turpentine operations begin the trees to be worked are selected, the side of the tree on which the face is to be placed is marked by the superintendent or "over rider" and the outside bark on the proposed face is smoothed off with a broadax or

\*In the preparation of this article the Florida Writers' Project is indebted to George E. Shingler, senior chemist and E. L. Patton, chemical engineer, naval stores station, Olustee; to H. M. Wilson, their president, Turpentine and Rosin Factors, Inc., Jacksonville; C. F. Evans, assistant regional forester, Atlanta, Ga.; N. S. Newins and his staff of the School of Forestry, College of Agriculture, Gainesville; L. E. House, Supervisor, Florida Forest Service, Jacksonville; Zora Neale Hurston, negro novelist.—Carita Doggett Corse, State Supervisor, Florida Writers' Project.

Compiled by workers of the  
**Florida Writers' Project**  
Works Projects Administration\*

Photos by Robert Cook

"hogal." The woods rider lays out the boundary limits of various working units or "drifts" containing about 2,000 faces each and is at all times responsible for the production of the gum. Six or seven crops make up a "ride," the area under his supervision.

Clay or metal cups of various shapes and holding one quart to three pints are suspended on nails at the base of the smoothed face by a crew which hangs from 800 to 1,000 cups a day. Special galvanized nails are used as a rule since they do not rust and can be extracted whole if the tree is cut for timber. Nails left embedded in the trunk by careless workers often cause serious damage to saws. Wooden pegs have been experimented with in recent years but have not come into general use.

A slanting cut is made on each side of

the face into which 2½-inch galvanized gutters are inserted to lead the dripping gum into the cup. Some operators also insert sloping galvanized "aprons" directly above receptacles. The first or "advance" streak is cut in February or March—earlier on virgin trees—immediately above the gutters and parallel to them. This is done with a "hack," an edged tool heavily weighted in the handle and cunningly balanced so that it chips about three inches at one stroke. Progressive operators use a canvas shield to prevent chips from falling into the cup.

About once a week—the interval fluctuating somewhat—and until cold weather stops the flow of gum, a new streak is cut just above the old one, a process that gradually extends the height of the face. Since one cut must be made from the left and one from the right, left-handed chippers are in demand. The average chipper cuts about 1,000 faces a day, for which he is paid about \$1, the rate varying according to the market price of naval stores.

The practice of broad, deep chipping, once thought to induce a greater yield, is being abandoned by the majority of operators. Contrary to early belief, and the





The Cup-Cleaning Vat

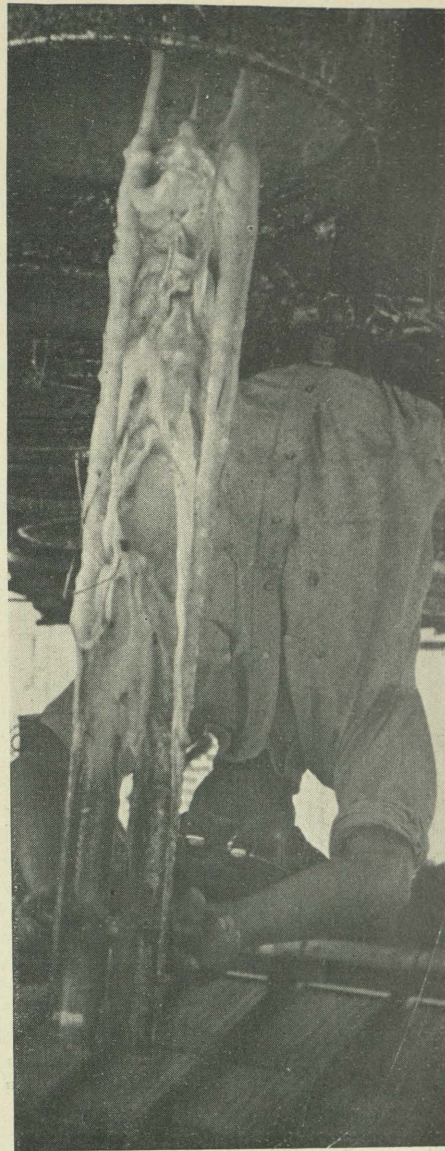


Modern-Day Packaging In Metal Drums

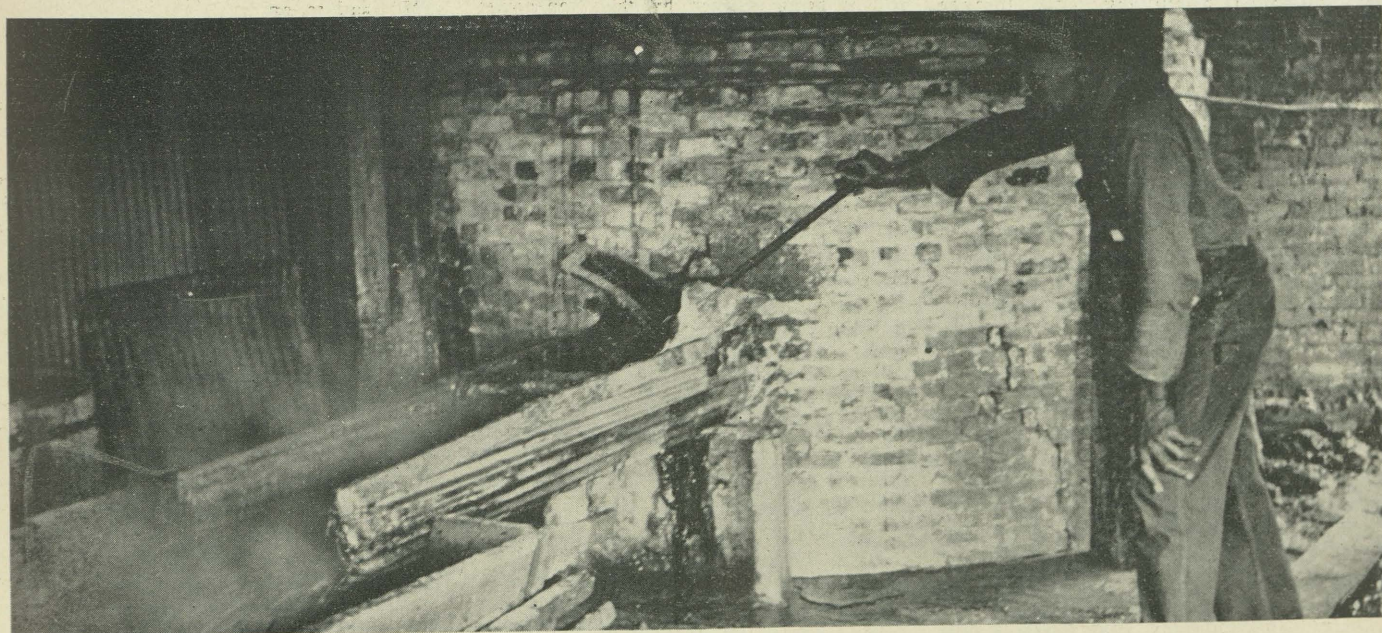




Charging The Still

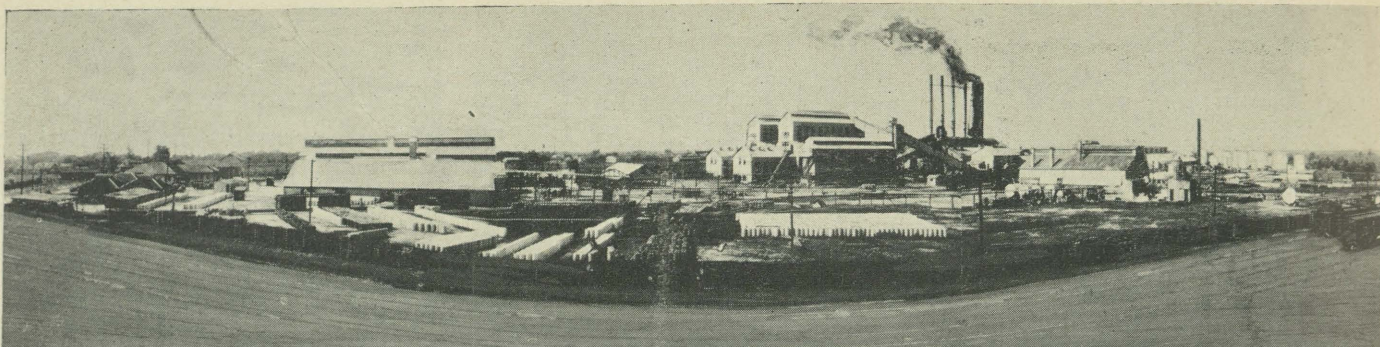


The Modern Method of Sampling Gum



Rosin Released From The Tail Gate Drains Through Three Screens





General View of Newport Industries, Inc., Pensacola

conception still held by the general public, the gum obtained is not the vital sap of resinous trees but a protective fluid which exudes from that part of the trunk nearest the bark which not only promotes healing but seals its wounds against disease and attacks by insects, such as coagulation of blood stops bleeding.

The narrow streak, which produces more turpentine and less scar with a minimum of exposure of wood to pitch soaking, is approximately five-eighths of an inch deep and one-quarter of an inch high in slash pine, and from one-third to one-half inch high and three-quarters of an inch deep in longleaf trees. Their shapes are classed as "shade" streaks, an undercut that does not permit the sun's rays to strike directly upon the wound, "sun" streaks, that are exactly the opposite and "square" streaks a compromise between the two. All of them have their adherents. Low chipping conserves tree health and prolongs the life of a face.

At intervals of from two to four weeks, depending upon the weather, the cups are emptied by a "dipper" who pours the gum into a bucket which he carries from tree to tree, scraping the cups clean with a "dip-iron" or wooden paddle and reseating them. Dipping is slow work—"on the drag"—and if the trees are widely scattered the worker spends much of his time in walking. When his bucket is filled the gum is dumped into 50-gallon barrels distributed through the timber where they are picked up by wagons and carried to the still. Dippers are paid about \$1 a barrel and an average hand dips two or more barrels a day.

Although chipping is usually discontinued in the late fall, some operators cut three or four streaks during Winter months to clear out pitch-soaked wood and provide employment during slack season. The gum or "scrape" that has hardened on the face is "punched" or removed, deposited in barrels and sent to the still. Many operators punch scrape along with the dip, a practice that eliminates much of the sand and trash usually collected later on. Longleaf pines build up scrape more rapidly than slash pine.

Year by year gutters and cups are raised close to the top of the face and reseated. When this process has been repeated for five or six years the face is gradually extended high above the ground and the new streaks must be done by a specialized worker who uses a long-handled tool. Both the worker and the tool he uses are known as "pullers." The greater the distance from streak to gutter the lower the grade of rosin and less the

yield of spirits. For this reason the tree is usually allowed to rest a year after which time a back, or second face, is started at the base on the opposite side of the trunk. In some cases a third face is worked. Faces that run together by being chipped through the bark bar or life line, a practice known as "belting" a tree reduces the yield of gum and shortens the life of the tree.

Cups are usually removed from the tree at the end of the season, "bunched" and sent to the cleaning vat where they are boiled in both an alkali and an acid solution to remove dirt, chips and adhering gum. These rise to the top during the boiling, are skimmed off, poured into barrels and run through the still to recover a small percentage of turpentine. Some operators do not clean their cups except when hanging on virgin faces. Galvanized cups rust quickly and after cleaning are painted on the inside. Clay, aluminum and zinc receptacles are in general use. Clay cups will not stand rough treatment or severe freezing weather; the others, while more expensive, have a junking value. Glass, wood and paper cups have been experimented with but few are in use.

\* \* \*

#### DISTILLING

The huge copper still is built into a brick firebox. Its cover is removed while the still is being charged by the "top-decker" and replaced when the charging is finished. From 8 to 10 50-gallon barrels of dip or 10 to 15 barrels of scrape are placed into the kettle at one time. Water is added before charging and during distillation after the still "goes to water." Distillation begins at about 212 degrees F. The turpentine vapor and steam are conducted through an "arm" into a worm submerged in water where the vapors are condensed and discharged into the separator barrel.

At the beginning of the process, distillate is about 50 percent spirits. More water is added to keep down the temperature and bring over the spirits until the run is reduced to about 10 percent spirits, when the water remaining in the kettle is allowed to cook out. Long experience enables the stiller to judge the "boil" by ear and noting the percentage of spirits caught in a glass at the end of the worm. This time-honored practice has been supplemented to a great extent by the use of an accurate recording thermometer with which an exact temperature record is obtained during the run. In a still so equipped the temperature

is regulated and guesswork eliminated in the control of fire and water.

The water in the distillate sinks to the bottom of the separator barrel and is drawn off; the spirits are run into a second barrel, filtered through coarse salt and transferred into a 50-gallon oak barrel, steel drums or pumped into storage tanks. What remains in the kettles after the water and turpentine have cooked out is rosin.

This is released through a tail gate and after passing through three filters called chip, rock dross and batting dross strainers—the latter lined with cotton batting—the liquid drains into a long sunken vat. From here it is dipped while hot into a long wooden trough equipped with outlets through which it flows into barrels. In more modern plants the vat is elevated by a hydraulic lift, patterned after a car-greasing rack and the barrels filled from a spout by gravity flow.

Each run of rosin is graded on 12 color standards that have been established by the Food and Drug Administration under the Federal Naval Stores Act. These grades are: X, WW, WG, N, M, K, I, H, G, F, E and D. They range from "X," palest and best to "D," a dark red and poorest. "WW" is known as "Water White" and "WG" as "Window Glass." Workers have bestowed proper names on the other grades: Edward for "E," Katie for "K," Nancy for "N," and so on.

Many causes affect rosin grades and yields, the condition of the cups being the greatest single factor. Among the other important causes, according to records kept at the Naval Stores Experiment Station at Olustee, are: Dirt, small pieces of chips and bark, frequency of dipping, age of faces, distance gum flows over face and amount of scrape. Only rustless cups will give a good grade of rosin over a period of years.

The chip dross residue caught by the top strainer is dumped and burned, the rock dross caught by the middle strainer and the batting dross caught by the bottom strainer—including the cotton batting itself—is wet down, barreled and sold to refineries that market the product to paper manufacturers for sizing.

Rosin barrels of pine staves and heading are put together on the job as needed. An experienced cooper, using a driver and hammer, and a small anvil to brad the iron hoops after the barrel is drawn up in the winch, assembles one in about eight minutes. The head is put in with a maul.

(Continued on page 31)



# FLORIDIANS OUT FOR VICTORY...

**FLORIDIANS' ACTIVITIES** in the war were topped last month by Ensign John S. Arnold, former State treasurer's office employe and native of Groveland, member of the gun crew of an American tanker, who grabbed two members of his crew by the seat of the pants and threw them off the ship after it had been torpedoed somewhere in the Atlantic. His action probably saved those lives and the lives of other members of the crew who leaped when they saw it was a question of doing it voluntarily or being booted into the sea.

Arnold, now convalescing from burns in a Charleston, S. C., hospital was pulled out of the sea by another ship after several hours in the water along with 15 other survivors.

■ Capt. James E. Maher, Miami Beach, and Major Walter S. Beat, St. Petersburg, are members of a heavy bomber group operating in China which has been given the accolade "Liberators of China."

This group is already credited with 23 Japanese planes and probably eight others, a raid on Hainan Island where Japanese maintain a supply center, setting fire to Canton where 1,800 Japanese were killed in fires which blazed for three days and giving air support to Chinese fighting along the Yangtze river which gave them a resounding victory over the Japs. In one raid the group destroyed 20 for certain and five probables of 50 zeros which attacked them near Ichang.

Major Beat is 25 and Captain Maher 22.

■ Among Floridians of the U. S. Army 10th Air Force in India receiving decorations are: Lt. Ronald J. Fruda, West Palm Beach, Distinguished Flying Cross; Lt. Gordon E. Cleland, Miami, Tech. Sergt. William E. Rooney, Tampa, Staff Sergt. William E. Slonaker, Sarasota, Staff Sergt. Nathan L. Wall, Summerfield, and Sergt. Geo. G. Fraga, Miami, Air Medals.

■ James W. Thomas, Fort Lauderdale, and George K. Schafer, Pensacola, have been commissioned second lieutenants after finishing courses in an Australian officers' candidate school.

■ Lt. John A. Beggs, Chattahoochee, and Sergt. Thomas H. Chancey, Wacissa, were among human guinea pigs recently volunteering for a test of Air Forces life saving equipment in rubber rafts.

The experiments were staged by the School of Applied Tactics of Orlando. Six officers and three enlisted men were set adrift 25 miles off Tarpon Springs and left for six days. They turned up none the worse for wear, proving the value of equipment and supplies on the raft.

■ Ensign T. F. Bruno, Pensacola, was in command of one of the first PT boats which sank a Jap submarine off the New Guinea coast. It happened during the Christmas holidays. The Bruno boat also accounted

for several landing barges seeking to run the Allied aerial blockade.

■ Corp. Mack Powell, USMC, age 22, Myakka City, is wearing the Silver Star awarded by Secretary of Navy Frank Knox. He was cited for evacuating 63 men by truck from an area under bombardment by Nip warships last October 13. He volunteered to drive the truck through the exposed area which was subsequently devastated by shell fire.

■ With the enlistment of William F. Myre, Miami, in the Seabees, another Florida family made it 100 percent in the armed services. Mrs. Myre volunteered for the WAVES some time ago and is now in training at Hunter College, New York City.

■ Extraordinary achievements in the European theatre have earned the Distinguished Flying Cross for Lt. Norman Bryant, Jacksonville, Tech. Sergt. Frank W. Gavis, Tampa, and Staff Sergt. Dennie Weiskopf, Miami, and the Air Medal for Sergt. Edward M. Bates, Fort Myers.

■ Lt. Col. John Alison, 31, Daytona Beach, is the first Floridian known to owe his life to a Chinese flying officer. Alison's plane was badly damaged in an air battle with a group of Japanese zeros. One of the Nips got on his tail and was preparing to shoot him down when Capt. Tzand Hsi-La came to his rescue and riddled the Jap. Tzand became the first Chinese Air Force officer to be decorated by the U. S. Air Force in China, receiving the Silver Star at the recent ceremonies commemorating the first anniversary of the Fourteenth Air Force.

Other Floridians receiving decorations from Lt. Gen. Joseph W. Stillwell in the same ceremony were Major Roland M. Wilcox, Delray Beach, Distinguished Flying Cross and Purple Heart; Major Edmund Goss, Tampa, Distinguished Flying Cross; Sergt. Fane H. Westberry, Miami, Air Medal, and Lt. Henry I. Wood, Jacksonville, Purple Heart.

■ Staff Sergt. Roy D. Crozier, 19, Orlando, is waist gunner in the "Flying Missionary," B-17 fortress piloted by Lt. Robert G. Hodson, former missionary, which has made several flights over Nazi Germany. On a recent raid he shot down a Focke-Wulf 190.

■ Many Floridians are engaged in flying transport planes in the war zones, among them Lt. Albert H. Burr, Coral Gables, recently given the Oak Leaf Cluster in lieu of another Air Medal. The citation read "for outstanding ability, courage and devotion to duty," in flying transport planes at low altitude over mountainous country under adverse weather conditions in the South Pacific area.

■ Palakta Kiwanians recently honored Mr. and Mrs. J. T. Duke of that city who have six sons in the armed services. One of the

sons is in Iceland, another in Australia—four in the Army and two in the Navy.

■ For valiant and heroic service while flying missions in the Aleutians, reads the citation given Sergt. Thomas E. Johnson, radio operator, of Edgewater, one of several Floridians serving in Alaska. That area is credited with having worse flying conditions, as far as weather, fog and ice is concerned, than any other military theatre in the world.

■ Jap strafing did not bother Tech. Sergt. William Lee Kenneday, USMC, Winter Garden, when bombs were needed at Henderson Field, Guadalcanal, and there were wounded to be taken out in his transport plane. Kenneday, says an official announcement by none other than Admiral William E. Halsey, commander of the South Pacific Force of the Navy, repeatedly rode into Guadalcanal and assisted in unloading bombs, gasoline and high explosives from transports while the runways were being strafed and shelled by the Japs. On October 21-22, 1942 he took many wounded Marines off the island to hospitals outside the fighting area saving many lives. "For outstanding courage and devotion to duty," said the Admiral's citation.

■ Capt. Eugene V. Raphael, Tampa, recently received the Distinguished Flying Cross, Silver Star and Air Medal, for displayed bravery in aerial action over Navarina Bay on October 3, 1942. He is now stationed at the Pocatello (Idaho) Army Air Base.

■ For a hazardous low-altitude bombing attack on enemy ground installations in the Alaskan area, Lt. Norman E. Eastmore, Jr., Melrose, has been given the Air Medal award by Lt. Gen. Simon B. Buckner, Jr., commander of the Alaska Defense Command.

■ Major Samuel M. Smith, St. Petersburg, has been awarded the Legion of Merit for action in the U. S. Army Air Forces in the Hawaiian department. For similar action in the same area Lt. Charles M. Armory, West Palm Beach, received the Oak Leaf Cluster to the Air Medal.

■ News of heroism in the North African area is beginning to come out in announcement of decorations and Florida boys were no exception. Here are some of the decorations given to officers and enlisted men of the Army Air Force operating in that area before Rommel was kicked out:

Distinguished Flying Cross, Paul W. Tibbets, Jr., lieutenant colonel, Miami.

Second Oak Leaf Cluster to Air Medal, James J. Farrell, technical sergeant, St. Petersburg; John O. Edson, staff sergeant, Floral City, posthumously. (Reported killed in action on February 22, 1943.)

Oak Leaf Cluster to Air Medal, John W. Morris, second lieutenant, Winter Park; Louis A. Towson, second lieutenant, Gainesville; Robert O. Kirkland, staff sergeant, Plant City.

Air Medal, Willie A. Smith, technical sergeant, Vero Beach; Thomas J. Dewberry, staff sergeant, Melrose; Lloyd Wilkerson, staff sergeant, Lawtey.

Col. Dwight M. Young, Orlando, Army doctor who has seen service in China and the Philippines, now in the Aleutians, is re-

(Continued on page 29)



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# CAPITAL CHATTER . . .

FLORIDA'S STATE government entered the new year on July 1 with an estimated general revenue fund balance of \$1,300,000, largest balance in more than ten years. The actual balance of cash on hand was \$1,567,262 but June bills were expected to cut the total down to the estimated figure.

Comptroller Lee said that the balance was the largest in his 11 years of service and that it assures the State getting through the lean months of the year without going into the red.

The balance was \$392.54 in 1940, \$560,590 in 1941 and \$824,352 last year.

"Everyone is falling in line with the Holland tax program and paid taxes," said Lee. "We've gained back 10 or 12 years of the ground lost in the past 20 years."

■ Commenting on the State's record cash balance at the opening of the new fiscal year, Governor Holland appeared to be best pleased with the assurance that the State can make good on the full \$800 per teacher unit appropriation for schools. This will be possible, he said, even if the State sustains a loss of a little over a million dollars in revenue during the new year.

"One thing that makes me more certain of our ability to get through despite rising costs is the fact that legislative appropriations were confined almost entirely to the necessities field," the governor said. "I don't know of a thing we have to carry over as dead weight from former obligations."

■ Intangibles tax collections during the last two years were \$1,195,235 higher than the preceding two years, according to Comptroller Lee. Delinquent tax collections over the same period by special attorneys totaled \$4,085,000.

■ Florida's Parole Commission "has captured the public confidence by its good work in the past 18 months," Governor Holland told the commission and its supervisors recently. "It has become one of the most highly respected branches of the State government."

Out of 896 persons released from prison on parole in 18 months, but 25 have been returned for violation of parole and parolees have earned more than \$750,000 in private employment, maintaining some 1,500 dependents who otherwise might have been clients of public charitable agencies.

■ William L. Wilson, Director of State Markets, has reported to Commissioner of Agriculture Nathan Mayo that sales of produce in markets have topped \$20,000,000 for the year. This is compared to \$13,236,889 for last year. Fruit, vegetable and nut sales went nearly \$16,000,000, live-stock sales topped \$3,300,000 and egg and poultry sales totaled more than \$100,000.

■ Floridians in the armed services may de-

cide next year's elections and it could be many days after the campaign is over before the result is known, as a result of the 1943 legislature's provision for absentee voting. At any rate, it is going to be a severe headache for Secretary of State R. A. Gray, who has already received several hundred applications for absentee ballots. With the ever changing address of soldiers and sailors, the requirement that each voter be registered and qualified, and the fact that Secretary Gray will not know what names will be on the ballot until next March, all of the ingredients for a "mess" are provided.

Add to this an extra ballot, provided by Federal law which gives absentee voters the privilege of voting on members of congress, and presidential electors, regardless of whether they are registered as voters—also to be handled by the Secretary of State, and you have a condition that is going to make Gray the busiest man in the State between now and the Democratic primaries next May and for a long time afterward.

■ Announcement by Governor Holland in Miami that he hopes to enter the armed services following expiration of his term, was no surprise to people of the capital. They hope he will not get the opportunity due to the war being over by that time. The governor was in the first World War, coming out a captain with the coveted Distinguished Service Cross for extraordinary heroism in action.

■ Tallahassee got into action on July 1 when the supreme court building was struck by machine gun bullets accidentally fired by a plane on the runway at Dale Mabry Field, three miles away. The bullets chipped the walls of the building and one ricocheted and dented the fender of Justice Alto Adams' parked car. Another went through the window of the ladies' rest room and shattered glass in a window in the railroad commission's stock room.

■ Liquor, wine and beer tax revenue showed a gain of 28 percent for the last fiscal year over the previous year, according to report of Beverage Director E. W. Scarborough. They totaled \$7,650,783 against \$5,942,341 for 1941-42. The receipts were 30 to 40 percent over last year up until the last month when sales dropped off, largely due to the lack of stocks. Old age and blind assistance program received \$3,400,000 of this money, \$610,437 went to dependent children, \$2,884,279 and \$200,000 saved in operating funds went to the county school fund and \$229,848 went to the general revenue fund. Tax revenue came from: Liquor, \$4,374,848; beer and wine, \$2,858,904; beer and wine licenses, \$68,458; liquor licenses, \$341,840.

■ Attorney General Tom Watson has ruled that Russell F. Hand, Dade County school board member deposed by Governor Hol-

land, has no legal claim for salary during his disputed term of office. Hand, although elected to the office again after his removal by the governor, had never been issued a commission.

■ Cliff D. Davenport, manager of the Tallahassee Chamber of Commerce, has been elected president of the Southeastern institute for Commercial Organization Executives.

■ Dr. Wilmon Newell, provost for agriculture at the University of Florida has reported that the Florida farmer has not been found lacking when called upon for extra effort in behalf of war production.

"Manufacturers of weapons and munitions and other war equipment and builders of ships and planes have accomplished miracles in production to meet the terribly urgent needs of the Nation at war, but their deeds have been no greater nor more urgently necessary than those which the farmer has performed," Dr. Newell said.

Florida farmers during the last year have increased their acreage of peanuts, corn, long staple cotton, vegetables, pastures and feed crops, and have raised their production of beef, pork, eggs, poultry and milk to the highest level in the history of the State, he declared.

■ All but four of the 24 county tax rolls approved by Comptroller Lee have showed assessed value increases over 1942 rolls, the comptroller reports. Greatest drop in assessed value thus far was in Dade County where the valuation went from \$526,995,388 to \$525,624,419, largely because of Army acquisition of a number of large hotels.

■ Supreme court has declined to grant a rehearing on its recent decision that the State gasoline tax is levied against dealers, not consumers, and therefore Federal agencies were not exempt until the 1943 legislature passed the exemption act. About \$800,000 in taxes paid on Federal purchases is involved.

■ Florida's Industrial School for Girls, Ocala, has been given \$5,000 by the State cabinet for use in buying recreational equipment. The school showed a balance in its operations funds this year and the allocation will provide much needed facilities for outdoor play including volleyball, tennis and a start on a swimming pool.

■ Judge Frank Dowling, Baker County, who was charged with issuing marriage licenses to persons under legal age and to service men under the influence of liquor, after being warned by Governor Holland, has been removed from office by the chief executive's order. Navy officials joined State investigators in compiling the record of offenses which showed that one girl of 12 years was issued a license to wed.

■ New classification of Florida employers under the unemployment compensation law, placing under the law short seasonal businesses, became effective July 1. The new classification, enacted by the 1943 legislature, places employers with a \$5,000 payroll or more in any calendar quarter of a year, under the law.

"The new classification will catch many out-of-State employers who operate in Flor-

(Continued on page 29)



# \$60,000,000 For Florida Highways..

FLORIDA HIGHWAY OFFICIALS have joined those of other States in a request to the congress that it authorize the sum of not less than one billion dollars a year for three years, effective immediately on the conclusion of actual hostilities of the present war, for the purpose of rehabilitating, improving and expanding the Nation's highway transportation system.

If this measure receives the approval of congress, Florida will get for its highways \$20,000,000 a year for three years—\$15,000,000 a year from the Federal government and \$5,000,000 a year from the fund built up by the State Road Department's share of the gasoline tax revenue.

Damage to Florida's highways by heavy military traffic, plus the fact that shortage of materials has prevented construction of new highways unless they are directly connected with the war effort and made impossible much-needed repair of old highways, has set back highway improvement in the State by many years. Unless some measure such as the proposal before congress is adopted development of the Nation's transportation system will be greatly retarded and the Federal government will not pay its just share of the cost of repair and reconstruction.

Today, every man and every dollar possible is being used in the Victory effort. The president has announced that 11,200,000 men will be in the armed services by December. Manpower Commissioner McNutt has stated that 10,500,000 men will be in the munitions factories by that time. More than 35 million persons will be solely engaged in the war effort when the year closes and an additional 15 to 25 million will be partially engaged in the war against the Nazis and Japs. In the last war we had but 4,500,000 men under arms and most of our munitions were bought from other countries.

When these people are freed from their war effort—unless something is done, now, to prevent it—they are going to have to suffer new tortures in an economic depression, something that has followed every major war in which the country has participated.

In its appeal to the congress for relief in the post-war period, the National Association of State Highway Officials says:

In our consideration of this indispensable utility to the people's welfare, we must keep in mind that it is a responsibility of the congress, primarily because of its use, but also, in our opinion, because of Federally imposed motor vehicle user taxes which reached the total sum of \$680,000,000 in the calendar year 1942.

There are today 500,000 miles of designated State highways, 300,000 miles of city streets, and 2,400,000 miles of undesignated rural roads. All the undesignated rural road mileage and practically all of the city street mileage is subject to designation and inclusion in the designated State highway system. Of these 3,200,000 miles of roadway, constituting the Nation's highway transportation system, 2,550,000 miles have

not now, and never have had, pavement of either oil, concrete or brick. The remainder of the mileage has at sometime been paved and is today in various states of repair. A considerable part of it needs replacement or improvement. It is definitely known that approximately 12 billion dollars has been spent on the designated highway system. It is estimated that approximately 25 billion dollars has been expended since 1910 on designated highways, city streets, and rural roads exclusive of relief expenditures. Including relief, the total estimated expenditure is \$29,500,000,000.

We consider it a conservative estimate to say that \$10,000,000,000 could be economically invested—not merely expended—on the rehabilitation, improvement and expansion of the Nation's highway transportation system and that such an investment would render a return to the people of our country in actual dollars and cents.

This is an automotive age and we live in the world's greatest automotive country. There were 30 million cars on our highways when we entered the present war. Does anyone think that we can maintain our standards and discharge our obligations after this war is over unless there is sufficient business development to increase the cars, trucks and buses on the Nation's roads beyond the pre-war figure and upwards, finally, to 35 or 40 millions?

It is our observation that highway construction has not in the past kept pace with highway demand and that our highway system was neither good enough nor large enough when the present war commenced. If we are correct in that belief, what about the post-war period with its greatly increased demands? It is tragically true that our inability at the present time to do any substantial betterment, because of war's restrictions, will make the problem a great one. Unquestionably, we are now losing ground from a highway standpoint. It is equally certain that our highway system must be made better and that it should be considerably expanded.

The obvious danger in connection with consideration of this problem, is in failure to envision the tremendous scope of highway transportation and its full meaning to our country. Highway transportation is everywhere—it is as big as the country itself. Go wherever you will, you cannot escape its obvious import. There is hardly a house in all our vast country that cannot be reached by it. It is truly a life blood of our country and its people. There are many modern conveniences that are considered essential, but if we were to be denied some of them and could have our choice, there would be few, with any knowledge of our civilian economy, who would ever part with highway transport, as we know it. Such a step would take us backwards for generations.

Employment in useful work which raises the Nation's income, results in what we choose to call prosperity. Highway con-

struction is useful work. It is more than useful—to a country such as ours it is indispensable. Highway construction is ideal as a kind of work to stimulate production and employment, yet it is not a competitor of private industry, neither does it run counter to the principle of private enterprise. It is a distinct help to private industry in that it starts a chain or cycle of business movements which stimulates business in many ways as well as in far removed places. Our great aim must be to avoid unemployment. Large numbers of idle men always mean a business recession. If continued, it becomes a depression, the duration of which determines its severity.

An expenditure of one billion dollars yearly, in highway construction, will give approximately 750,000 men work for one year. An expenditure of two billion dollars a year in highway construction would give 1,500,000 men employment at gainful labor. The success, however, of such a proposed program in the three-year period immediately following the war, must wholly depend on having sufficient and entirely complete plans ready when hostilities end and this would, in turn, depend upon action by the congress, now, making consummation of the program an absolute certainty.

It must be remembered that before contracts can be let for highway construction aggregating one billion dollars, the State Highway Departments must make surveys, secure rights-of-way and draft detailed plans, at a total cost of approximately \$200,000,000. It will take time to complete these various steps. This vitally demonstrates why the program must be assured by congressional action before the States undertake such an effort. It is the only method which will result in real economy and a careful selection of the work to be done.

There is now much planning—or, at least, talk of planning—for the post-war period. The country seems to be full of planning agencies and societies. All plans envision a noble purpose—putting idle men to work, stabilizing employment, maintaining the National income, and finally assuring a measure of prosperity for our people. They seek to avoid the mountain tops of booms and the deep valleys of depression, and aim, instead, at economic evenness and stability.

Highway construction is given the same classification and standing in all well-considered planning treatments as private construction, because it is the one utility that is an obligation and responsibility, not of private agency, but of government itself.

It is our belief, therefore, that the Federal government's first and major concern in the field of public works construction should be highway, road and street construction, and that this construction should receive full and complete treatment by government before consideration is given to other kinds of public works construction. Certain

(Continued on page 28)



# With County Commissioners

ORANGE COUNTY commissioners and Capt. H. H. Hodnett, with the assistance of Mrs. Hodnett (probably the other way around) have put up 3,000 cans of vegetables—string beans, corn and tomatoes—and are out for a 5,000-can goal. N. B. (Pop) Nelson, head of the defense school in Orlando constructed two pressure cookers for the job.

Hillsborough's board has approved a \$16,333 item in its new budget for its one-third share in the county's post-war planning program. Tampa has approved a similar donation and the other third has been made up by individual subscribers.

Sarasota County's 1943 tax roll aggregates \$28,741,215, an increase of \$457,131 over the 1942 roll. The increase, according to Assessor Glover Ashby, was occasioned by the large amount of tax delinquent land being redeemed and improvements, such as homes and business houses, that were in process of building last year.

Bay County commissioners have been advised by Comptroller Lee that he will not approve their request for an increase of \$120,000 in the tax assessment of the Atlanta and St. Andrew's Bay Railway. He contended that the Bay County figures show that the railroad was increased out of proportion to other property in the county. Bay commissioners had contended that the railroad had made many improvements both to roadbed and equipment.

Mrs. C. S. Paul, tax collector, has reported to the Volusia County commission that 94 percent of the State and county taxes for 1942 have been collected. Last year at the same time the collection was but 87 percent of the roll.

Names of Levy County men and women in the armed services are being posted on a large board in the corridor of the Bronson courthouse. The commission has asked that relatives furnish names of persons in the services not included on the board as a great many have entered the service from outside draft boards and recruiting offices.

Shoes for convicts also are rationed, as was found out by the Volusia County commission considering the purchase of 108 pairs (a year's supply).

Acting Collector Byron Durrance, Polk County, has shown a savings of more than \$5,000 for the first six months' operations of his office in 1943. He shows expenses of \$9,254 against over \$14,000 for last year in his semi-annual report to Polk commissioners.

Palm Beach County dairy herds are relatively free from tuberculosis, according to report of tests by Dr. H. J. Buehler, county veterinarian to the commission. Tests given 4,100 dairy and family cows showed but five infested animals. Tests for Bang's disease showed less than 2 percent of possible infection. Tuberculin reactors bring \$25 per head from the U. S. Bureau of Animal Industry and Florida State Livestock Sanitary Board and are condemned.

Hillsborough County commission has received title to 207 lots in Maryland Manor subdivision and will offer them for sale. The lots were deeded to the county in settlement of paving certificate litigation against 300 other lots in the subdivision.

Of a \$1,025,000.00 tax roll in Orange County for 1942 there was only \$15,075.52 offered at the tax sale on June 1 or 1 1-2 percent of the entire tax roll. Of this amount individual certificates purchased amounted to \$10,966.67 and county certificates \$4,118.85, according to Carl J. Jackson, Orange County tax collector.

Application for a Federal grant to assist in the construction of a nurses home for the Alachua County hospital has been made, half of the cost to be carried by self-liquidating certificates without taxation. Miss Gertrude Overstreet, hospital superintendent, says that the county has been spending \$300 a month for rent for nurses' accommodations and that the new addition to the hospital making room for new patients would double this amount. Other speakers at a recent meeting proved the nurses' home would be a paying investment.

Broward County's payment on bonds taken over when the county was created from Palm Beach County has finally been completed with a check for \$3,509 to the Palm Beach board. It was one of the county's boom-time obligations.

Dade County's commission recently listed \$12,000,000 worth of post-war projects which would aid in the absorption of unemployment and the development of the Greater Miami district. The list included construction of a causeway from the mainland near Homestead to Elliott Key and an ocean drive along the key to connect with the existing road to Key Largo, estimated to cost \$4,500,000; completion of the Rickenbacker causeway to Virginia Key, \$2,700,000; an auditorium, \$1,000,000; county road rebuilding and reoiling, \$850,000; Crandon park development, \$1,000,000; North Dade Ocean Park development, \$1,000,000, among the big items.

Joe F. Hammond, veteran county commissioner of Duval, has been reelected chairman of the board for the next six months for his sixth consecutive term. With the exception of one two-year term, Hammond has been a member of the board since January 1921 and has served as chairman or vice chairman for 12 six-months' periods.

Twenty-nine Citrus County 4-H Club girls enjoyed a week's outing at Camp McQuarrie this month through cooperation of the citrus commission and the school board. They were accompanied by Home Demonstration Agent Mrs. Doris Turner. While in camp the girls received instruction in first aid, home nursing, swimming, canning and crafts.

On the grounds that Florida State Highway No. 10 is not a part of the strategic network of military highways, priority assistance has been refused the Bay County com-

mission for the proposed improvement of the West Bay Creek bridge which served the highway. It had been held that a new bridge was essential to the war effort in Panama City where is located the Wainwright Shipyard and other war industries.

Hamilton County commissioners have added \$100 to the sheriff's \$50 reward for the arrest and conviction of hog and cattle thieves whose operations have increased in the county since rationing has cut down the supply of meat. The reward also will go to persons giving information which leads to the arrest and conviction of offenders.

Dade County' budget board has approved budgets for the county commission, school board and six major fee offices aggregating \$11,101,390 for 1943-44. The school board budget was the largest—\$7,250,450, a reduction of \$640,245 under the previous budget, while the county commission's budget was next—\$3,266,880, an increase of \$104,955 over last year, chiefly for increases in expense of the tax collector's office to enable Collector H. Earnest Overstreet to retain experienced help. Other offices also were given increases for increased salaries. Sheriff D. C. Coleman's budget was exactly the same as last year's—\$144,310.

W. F. Walker has been appointed commissioner from the Bassinger district, Okeechobee County, to succeed his son, Carl who died in June. He is a former commissioner and also at one time served as a county commissioner in Osceola County.

Lamar Rainey, former member of the Florida Forest and Park Service who has been assigned to Duval County, was the subject of praise recently by the Duval County commission. He also praised the commission for its cooperation with him.

Citrus County's delinquent tax adjustment board, created by the 1943 legislature, held its first meeting early in July. The board's membership includes James E. Conner, clerk of the circuit court, Mrs. Virginia Ellison, tax assessor, in addition to the members of the county board. F. E. Marlow, chairman of the county board is also chairman of the tax board.

Dade County's commission recently lopped off \$13,000 in boom-time inflated valuation of a five-acre tract needed by the Army air depot. The tract, originally bought by the county for \$15,000 was knocked down to the Army for \$2,000, but the Army's appraisal is \$1,750 and the deal is incomplete.

Highlands County cattle owners have been warned that it is illegal to move cattle into or out of the county without due notice to the marks and brands inspectors—a warning against black market operators.

Heavy rains and wind recently caused much damage in Hillsborough County and commissioners were busy making repairs. The rainfall at Plant City in one night amounted to more than seven inches.

(Continued on page 30)



# Toll Bridges On Way Out . .

TOLL BRIDGES ON Florida's mainland will be a thing of the past before the end of the Holland administration.

This was assured last month when the Pensacola Bay bridge, connecting the mainland with Santa Rosa Island, was taken over and freed by Escambia County through arrangements with the State Road Department, and President Roosevelt signed a bill which will enable the State to take over the Davis Causeway and Gandy Bridge at Tampa. The only other toll bridge is located on the Overseas Highway on the keys some 80 miles south of Miami.

Escambia County was the first county in the State to take advantage of provisions of the gas tax amendment to the Constitution, passed at the general election of 1942, which permit the use of 20 percent of the gas tax surplus for the acquisition of roads and bridges. The undertaking will not increase taxes.

The Pensacola Bay ridge is a link in the Gulf Coast Highway, running from Pensacola to St. Petersburg, which will be completed with construction of two projects, one in Levy County and one in Citrus County, which will reduce the mileage between the two cities by 39 miles.

This link also will complete a Florida loop which starts at Jacksonville on the upper East Coast, runs down to Miami, thence across the State on the Tamiami Trail to Fort Myers and up the coast to Tampa and St. Petersburg, thence to Pensacola and then across the State on U. S. 90 (Old Spanish Trail) to Jacksonville.

With announcement from Washington of the signing of the bill by President Roosevelt, Governor Holland and Chairman Thomas A. Johnson of the State Road Department declared that the State is ready to put up its half of the money to acquire the Gandy and Davis Causeway spans.

"We've already worked out in full our part of the picture," Governor Holland said, "and we stand ready to go ahead with the entire program as soon as the Federal people are."

The new law provides for Federal participation in acquiring and freeing toll bridges that contribute to the war effort.

Under it, half the cost of purchasing Gandy Bridge and Davis Causeway—which link Tampa with St. Petersburg and other Pinellas County cities—may be paid out of Federal funds allocated to Florida. The State then would take over and maintain the bridges.

"These two bridges have been held by half a dozen Federal agencies as important to the war effort," the governor declared.

Secretary H. H. Baskin of the road department said the State officials "don't expect any trouble in closing deals for the

bridges because the Public Roads Administration has approved the general plan and endorsed the legislation when it was pending before congress."

He said Thomas A. Johnson, road department chairman, was contacting the Federal agency to find out "what is necessary for us to do to get them to put up half the money."

Owners of Davis Causeway have agreed to sell for \$1,175,000 but owners of Gandy Bridge have declined to make an offer.

The new law authorizes the Public Roads Administration to take Federal court action condemning bridges which are important to the war effort.

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# Advance Planning Needed . .

This position and cooperation can hold and improve."

**A**DVANCE PLANNING IS necessary if Florida is going to be able to sustain such blows as last month's Army cancellation of leases on 170 Florida hotels and other such incidents which may be expected as soldiers finish their training in the State, and when the war is over, according to warning of the research division of the State Chamber of Commerce.

"Florida's economy has already reached its highest point," warns the statement. While dollar barometers of business activity may go higher because of inflation, an actual decline may be expected within months. Cancellation of Army hotel leases is a harbinger of things to come.

"Current prosperity of the State, which raised 1942 income payments by more than 28 percent above 1941 (the National gain was 24 percent) is based on three factors: High farm prices, war production (principally shipbuilding) and the conversion of the State's tourist plant to the service of the armed forces.

"Withdrawal of substantial segments of the armed forces from the State is now within sight; shipbuilding is a very probable post-war casualty; farm prices will undoubtedly decline somewhat in the post-war years.

"Preparation now of detailed plans for post-war and even pre-post-war promotion of the tourist trade, and development of manufacturing and industry, offers the only safe course in preventing Florida's becoming the first post-war 'casualty.'"

This statement was supplemented during the month by Dewey Dye, Bradenton attorney and former president pro-tem of the Florida Senate, who declared that "embroidered mottoes will avail naught."

"The rank and file of the people, professional and business, the farmers, members of civic clubs, laborers, in fact all must add substance to plans for post-war activities, private and governmental," said Dye.

"Plans must include reserves for needed public works—private concerns must be looking to building of homes, starting of normal peacetime industry.

"Florida has everything in the scenic line except mountains and frozen glaciers, rivals Italy in glory of groves and azure skies, equals Spain in legends and landmarks of conquistadores, ancient age in the tradition of St. Augustine and Pensacola, youth in these and other modern cities fruited into full bloom overnight, uncounted millions in forests, groves, farms, cattle and fish, limitless possibilities in dehydration, plastics, ramie, chemistry combined with the seductive allure of climate and surroundings.

"Our show window is on constant display even now to thousands of soldiers in our midst. The zenith of our development, our rendezvous with destiny is in the future.

"Responsibilities confronting Florida communities today are different in character from those which confronted them yesterday. The Florida of 1943 is not an infant State of self-satisfied farmers, self-contained lumber mill communities, or small isolated tourists town or cities. Florida has grown

up. We are a mature State of interdependent business enterprises; of interrelated urban communities, of interconnected recreational and distributing centers. We have attained distinction in the South and in the Nation.

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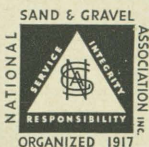
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# Mr. Ickes Still Incurvate . .

DESPITE CONCLUSIVE PROOF that gasoline stocks in Florida tanks leaped to a total of 62,000,000 gallons on July 1, a steady increase since the first of the year; evidence that Ralph K. Davies, said to be the man holding up adjustment of rationing regulations is still a \$50,000 or more a year man with the Standard Oil Company of California; and disclosure that the trans-Florida pipeline had to stop pumping oil because eastern seaboard tanks were running over, Harold I. Ickes, National Petroleum Administrator, continues to refuse to change conditions which have cost the people of Florida nearly \$15,000,000 in gasoline tax and race horse track taxation revenues.

During the month Governor Holland, who has kept a barrage of protests going to Washington since the restrictions were imposed on the State, issued a public statement stating that the decision on removing Florida from the strict rationing zone apparently rested with Davies, deputy petroleum administrator whom he identified as an executive official of the California Standard Oil Company still drawing a salary from that company. Every member of the Ickes staff with the exception of Davies has recommended the removal of Florida from the restricted area.

Governor Holland followed that with another letter to Ickes in which he said only 2,791 barrels of gasoline daily would be necessary to provide four gallons a week for Florida's passenger automobiles, and that amount would be less than the monthly increase in State gasoline stocks since last December.

He also claimed the trans-Florida pipeline had to stop pumping gasoline because all storage tanks at Jacksonville on the eastern end were full.

"You and your officials know these statements are true," he wrote to Ickes, "yet up to the present moment you have been unwilling to remove the entire State of Florida from District One."

Coastal barges and tugs, trucks and tank cars bring gasoline into Florida from the Texas and Louisiana refining areas.

A lot of it goes northward to other States, but Holland has insisted that with 62,000,000 gallons in storage Washington at least should put all of Florida in the Gulf zone so that motorists could get four gallons a week on their "A" cards.

Georgia and South Carolina have joined in the demands upon Washington.

Several months ago, Ickes sent Dr. John W. Frey down here to make a State-wide investigation. He was toured around the State and shown the big gasoline storage tanks filled to the brim in various ports.

"I'll make my report to Mr. Ickes," he

said. That ended that.

Gasoline rationing dealt some severe financial blows to Florida.

It cut \$10,000,000 a year off gasoline taxes collected for highways, highway bonds, the general revenue fund and school teachers'

salaries.

It caused suspension of horse racing at Miami, knocking out another \$3,500,000 that had to be replaced by a cigarette tax enacted by the 1943 legislature to finance old-age pensions.

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## 32,000 WORKERS KILLED IN OFF-JOB ACCIDENTS

While safety engineers labored to keep down the number of accidents in factories so that war production could go on unimpeded, a total of 32,000 industrial workers were killed last year in off-the-job accidents.

Because of this startling fact, the National Safety Council is launching a campaign to stop this waste of labor and cause of human suffering. In addition to the 32,000 killed, the off-the-job accidents caused permanent disabilities in 100,000 cases, and temporary loss of work to 2,300,000 workers.

These accidents caused a staggering total of 300,000,000 loss in man days of work—an estimated amount of labor sufficient to build 23,000 large bombers or 580 destroyers. These accidents occurred on streets and highways, and in the homes of workers, a large part of whom were in vital defense industries. The off-the-job accidents totaled 14,000 more than the 18,000 factory mishaps of last year.

To back up this campaign, business leaders are giving contributions to the war production fund to conserve manpower, which has a goal of \$5,000,000. Curtis Billings, a member of the staff of the Northwestern University Traffic Institute and the safety division of the International Association of Chiefs of Police, is secretary of the campaign.

"At no time in the life of the National Safety Council, and probably at no time in the history of the Nation, has there been a more imperative need for the elimination of accidents to workers than now," said Ned H. Dearborn, executive vice president of the council. He urged factory owners to take an active part in the new campaign and not to feel that their duty is done when they have made working conditions in their plants as safe as possible.

## CONTRACTS ARE LET FOR STRIPS OF ROAD

State Road Department last month awarded contracts for three strips of highway construction and improvement. The Smith Engineering and Construction Company of Pensacola, was given a contract for \$167,679 for relocating six and a half miles of Road 10 in Okaloosa County.

A \$26,819 contract was awarded to J. L. Cone and J. D. Manly of Tampa, for applying eight miles of surface treatment to strips of Roads 2, 5, 25 and 86 in Lee and Collier Counties.

Brinson Construction Company, J. L. Cone and J. D. Manly of Tampa, bidding jointly, received a \$95,641 contract for reworking and widening eight miles of Road 2 between Belleview and Oklawaha in Marion County.

## CIGARETTE TAX GETS ROLLING AFTER LAG

More than \$400,000 rolled into the State treasury from the cigarette tax during the first 10 days of operations, according to announcement of F. E. Henderson, assistant director of the State Beverage Department. Operation of the tax was delayed because of the inability of the printer to produce enough tax stamps to care for sales during the early period of the month.

Wainwright Shipyards, Panama City, launched its tenth ship during the month—the Robert Lansing, named for the secretary of State during World War I.

The ship, a Liberty, was launched 60 days after its keel was laid.

In addition to being sluggish in turning over the engine, a low battery furnishes a very weak spark, which further delays starting.

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## \$60,000,000 FOR HIGHWAYS

(Continued from page 22)

tainly the need for further stabilization of employment should first develop before the government enters construction fields which compete with private enterprise.

This subject has been presented up to this point as if we were asking for an authorization of funds that otherwise would not be expended. So far, it has been urged only on its merits as an investment in the future economic welfare of our country and because it would serve the additional purpose of relieving unemployment in a period that may be a critical one in the history of our country.

There is, however, another great and compelling reason as to why the congress should authorize the Public Roads Administration and the State Highway Departments to invest every dollar that is economically possible on the Nation's highway transportation system in the three years immediately following the war.

These three years will constitute the period in which the war effort will be liquidated. How much money will the congress appropriate during this period? Certainly 75 billions—probably more. The liquidation of a war effort that must include at least eleven million men in the armed forces and 30 millions or more in war and allied industries is a tremendous and costly undertaking.

Regardless of the fact that there will be no need for the further service of at least 90 percent of the men in the war industries and in the armed service located in continental United States, does anyone think that all that can be spared will be immediately discharged when hostilities cease? Regardless of the administration in power at that time, isn't it logical to conclude that—after the struggle which our country has just undergone—tens of millions of industry workers and armed forces will not summarily be severed from their service until employment is definitely known to be available. They have been assured of that by no less an authority than the president of the United States, as well as by the vice president and many others in high positions. Maybe it should not have been done, but it has been done. We rather think that the promises will have to be made good and that congress itself will be interested in seeing that such is done.

If such a situation means anything, it means that there must be assurance of employment for these tens of millions before their discharge from the armed forces and the war industries and if you do not make

## LAND ON KEYS GETS HIGH AUCTION PRICE

An acre and a half of land thrown up during the dredging of a canal on Key Largo and adjoining the new short-cut along Jewfish Creek on the Overseas Highway to Key West brought \$3,950 at public auction in Tallahassee recently.

The high bidder was W. J. Pruitt, Miami, who said he wanted the land to establish a marine filling station and roadside restaurant.

possible the employment for a portion of them you will nevertheless expand the same funds by the resultant extension of their wartime employment and service.

For every billion dollars you let us invest in the Nation's highway system, 750,000 men of the Nation's armed forces and war workers can be immediately taken off the government pay roll and given employment by State Highway Departments and allied industries in gainful work. It will be an investment in the future of our country. It will relieve unemployment at a time when it is vital that we have none. It will, we think, be a saving of money that otherwise will be expended without beneficial result.

You have shown great and commendable courage in spending unprecedented hundreds of billions of dollars because you thought

it was necessary. Need we emphasize that—because of the stress and strain of the many emergencies the country will have experienced—it is vitally important that our

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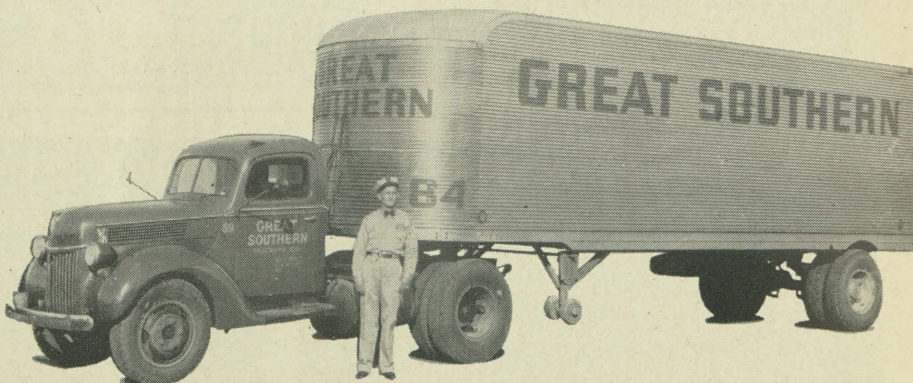
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ship of state be secure and steady in the immediate post-war period and that an investment of a few billions in useful—yes, indispensable—highway construction will be justified in order to make sure that it is that way.

We present this program in the belief that its consummation will represent a substantial contribution by the congress and the State Highway Departments to the solution of the problems of the immediate post-war period. It is novel in that it does not plan for the whole world but is designed only to make life a little easier for our own people and our own country. It was conceived, not in Washington, but in all the counties and all the States of our great Nation. If your foresight and wisdom so permit, it will be carried out by old, efficient, and regularly established agencies of government and the money will be expended uniformly throughout the country under a formula that assures fairness to each State. We believe it highly meritorious. We feel that serious consideration by the congress will result in its adoption. We ask that consideration fully convinced that its obvious merits justify it.

## FLORIDIANS OUT FOR VICTORY

(Continued from page 19)

ported by the Associated Press as saying the sickness rate there is less than 1 percent. There are no body lice, no sources for spreading sexual diseases, no bedbugs.

Awards of Air Medals for anti-submarine patrol flights over the Atlantic have been made to the following Floridians:

For more than 200 hours as pilot—First Lieut. Arthur B. Robertson, Jacksonville; First Lieut. Homer E. Thomas, St. Petersburg; Second Lieut. Robert E. Chesser, St. Petersburg.

For more than 400 hours as radio operator—Tech. Sergt. Francis X. Caulfield, Sebring.

For more than 250 hours as bombardier—Tech. Sergt. Erwin K. Freytag, Orlando; Staff Sergt. Phillip Howe, Winter Haven.

For more than 250 hours as gunner—Staff Sergt. James A. Drake, Cocoa.

For more than 200 hours as gunner—Staff Sergt. Aubrey R. Vaughn, Oviedo; Sergt. James J. Daniels, Sarasota.

For more than 450 hours as radio operator—Sergt. Joseph W. Brannon, Orlando.

## CAPITAL CHATTER

(Continued from page 21)

ida only a few months of the year." Boyce A. Williams, industrial commission chairman, stated.

■ Labor unions of the State are complying with the 1943 act requiring them to register with the secretary of State. Union business agents are required to file applications for public inspection for 30 days before approval by the State board which is

composed of the governor, secretary of State and superintendent of public instruction. Without a State permit (cost \$1) they cannot operate.

■ The State Board of Administration, which has the task of liquidation of county bonded indebtedness under the constitutional amendment passed last year has authority to hire special counsel, according to decision of the supreme court.

The court reversed the Leon circuit court which had declined to dismiss a suit brought by Attorney General Watson who sought to prevent employment of Stuart Gillis, DeFuniak Springs, as counsel for the board. Board members include the governor, State comptroller and State treasurer.

The supreme court pointed out that the board is a constitutional agency supervising retirement of county and district highway bonds with gasoline taxes and has no direct relation to other executive departments of the government.

■ Commissioner of Agriculture Nathan Mayo, who also is State Prison Commissioner, has called upon sheriffs of the State to assist in the recapture of escapes from State Road Department camps. He pointed out that some of the 16 men now at large are dangerous criminals and should be under confinement.

■ H. J. Malsberger, State forester, reports

the allocation of \$179,790 in Federal funds for Florida forest fire protection during the next year. This is \$54,000 more than al-

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located last year. The State matches Federal fund for this work, but emergency fire protection in critical war areas along the coasts is provided at no cost to the State.

■ Miss Anna Mae Sikes, extension nutrition specialist, declares that food rationing has resulted in better meal planning and more nutritious dishes. It has made homemakers conscious of the health values of different foods, she says.

■ Hundreds of thousands of trees in Florida can be cut for pulpwood for the wartime emergency and forest stands can be improved at the same time, according to Louis T. Nieland, farm forester of the State Agricultural Extension Service. "Selective cutting will give plenty of pulpwood and the remaining trees will have a better chance to develop to profitable size," the forester said. "Cut out the crooked, limby, diseased and worked-out trees and the weaker trees in crowded areas for pulpwood."

## WITH CO. COMMISSIONERS

(Continued from page 23)

■ Union County commissioners recently issued a permit to the Navy to use Lake Palestine (South Prong Pond) as a bombing target. The board at the same meeting named the Farmers & Dealers Bank of Lake Butler as official depository.

■ Bids totaling \$10,811 were recently accepted by Hillsborough commission for furnishing the county's permanent registration system as provided by laws enacted at the 1943 legislature.

■ Clyde H. Simpson, Duval County tax collector has reported that the annual delinquent tax sale early in June brought in \$69,744.07 through sales to individual purchasers of tax certificates while \$44,744.34 worth of certificates reverted to the county. There were 4,026 certificates listed, the smallest number in years, indicating taxpayers are meeting their obligations more readily under present laws.

■ R. Bruce Meffert has been elected chairman of the Marion County commission for the next six months. The board asked the county commissioner to prepare a list of unused equipment which might be offered for sale.

■ County Commissioner John Chestnut, Pinellas, was master of ceremonies at the K. of P.-sponsored beach program held at Clearwater July 5.

■ Circuit Court Clerk Pent, Hillsborough, has issued 2,651 deeds, some covering scores of lots, for \$200,000 worth of lands bought from the State Internal Improvement Board since December 1940. The lands were sold to the highest bidders and were acquired by the board on expiration of the Murphy Act in 1939. Prices, according to Tampa real estate dealers were "not far off" existing market values.

■ Fort Pierce port commissioners have refused to give up their offices under provisions of a local bill passed at the 1943 legislature contending that the law is unconstitutional. The commission was to have been combined with the county board. The port commission was elected by the people and members still have parts of their terms to serve.

## NAME, MacDILL, GLORIFIED

(Continued from page 14)

West Point and was a test pilot from 1928 to 1930.

As MacDill Field grew into what is now known as one of the finest bases in the country, many improvements took place under the gigantic expansion program. Among the recreational projects completed are the Enlisted Men's Service Club, Officer's Club, Post Exchange Soda Fountain and Restaurant, which were recently modernized; a new gymnasium, bowling alleys and well-equipped squadron day rooms. Beautification as well as camouflaging came from the extensive landscaping work which is still being carried out.

"How do you know you weren't driving at 50?" "Because we were on our way to visit my wife's relatives."

Most of the beautification has been along tropical lines, typical of the local environment. Expansion of the Station Hospital is probably the most important item in the recent history of MacDill Field. Practically doubled in size, it now boasts of complete medical and surgical service.

This headline, "Clay Pigeons Take Hell at Unique Aerial Gunnery

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Training Range Here," which appeared in the October issue of the Fly Leaf, post newspaper, marked the opening of MacDill's advanced gunnery school. Captain L. B. Whitfield, Jr., a prominent figure in skeet shooting circles, is directing the gunnery school activities. The idea, conceived by General Connell, former commanding officer of the Third Bomber Command, has so grown in scope that now similar ranges have been opened at other bases in the Third Bomber Command.

MacDill's first women welders, Misses Jane and Virginia Kelly of St. Petersburg, arrived here in October to take their place in the sub-depot. They were a novelty at the time but today women may be found performing wartime duties in almost any department at MacDill Field. Garbed as men and doing the work of men, they are employed as fabric dopers, gas tank repair experts, welders, sheet metal workers, parachute riggers, instrument repair specialists and other types of work along the same line. More recently they have been hired as motor vehicle operators.

The O. T. U. program since its inception in the early part of the war has turned out hundreds of skilled bomber crews, many of which are now seeing action in the remote parts of the world. O. T. U., meaning operational training units, is a streamlined school for teaching inexperienced men the various duties they will perform while on combat duty. Included in the program are courses for bombardiers, navigators, aerial gunners, radio men, supply men, armament, aircraft mechanics, cooks and bakers.

A healthy youngster is MacDill Field—it grows and gets tougher (for the Axis) each day. Like comets from a whirling celestial sphere its bomber crews take off for distant zones, taking the war into the military and industrial centers of the enemy, thereby keeping them from our own.

#### STORY OF NAVAL STORES

(Continued from page 18)

Many operators now barrel their rosin in metal drums, holding from 500 to 600 pounds. These are either shipped to them ready-made or in two sections to be crimped together. Wooden barrels holding about 420 pounds are cheaper but unless the staves are well seasoned they shrink in drying and permit rosin to leak out. Metal drums are

lighter, save time in assembling and their weight does not vary while rosin is in storage. Rosin is allowed to cool for 48 hours before being sent to the storage yard.

Seasoned barrels for turpentine are received ready-made by the operator but require a coating of hot glue solution on the inner surface to render them impervious to turpentine.

Referring to the comparatively recent processes of producing turpentine and rosin, the Naval Stores Experimental Station reports as follows:

"Originally turpentine and rosin were produced only from the oleoresinous exudate of the pine or what is commonly called crude gum. This accounts for the names gum spirits of turpentine and gum rosin. The introduction of the retort for the destructive distillation of resinous pine wood and stumps resulted in the production of another type of turpentine. It was found that suitable treatment and refining of the light oils distilled from the wood produced a material similar in some respects to gum turpentine. This process of distillation does not produce a rosin, since the resin acids in the wood are in part cracked, resulting in tars and pitches.

"At the beginning of this century a process was developed whereby the stumps and other resinous wood of the pine were chipped or shredded and subjected to steam distillation. This distillation removed the volatile oils from the oleoresins within the wood. By careful fractionation of the distillate there was obtained a 'cut' which had properties similar to gum turpentine. This 'cut' was referred to as steam distilled wood turpentine.

"After the steam distillation, the

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chips or shredded wood were dried and extracted with a mineral oil similar to gasoline. The evaporation or distillation of the solvent from this extract left a residue known as wood rosin. This original wood rosin may be refined by further treatment.

"The latest addition to the turpentine family is obtained by refining the volatile oils recovered from the digestion of pine wood by the sulphate process. However, a mixture of fatty and resin acids may be recovered from the digester."

The retort used for wood distillation in a Jacksonville plant is a 60-foot steel cylinder set in a brick enclosure with a furnace at each end. The wood, cut into short lengths, is placed on small open-side steel cars and rolled into the retort where a temperature of about 800 degrees F. is maintained for 24 hours.

From a cord of wood approximately 100 gallons of crude pyroligneous acid and 40 bushels of charcoal are obtained. The crude acid is refined into various products, among them wood turpentine which, except for a slight difference in color, has all the characteristics of gum turpentine. The charcoal is marketed in bags and in bulk. Much of it, ground, is manufactured into activated carbon used to sweeten sugar and for other industrial purposes.

\* \* \*

#### CONSERVATION AND MARKETING

My luck hit grows wit de piney wood  
And while pines grow ma luck stays good.  
Food in de kitchen, and de times ain't  
hard,  
When a man works out in God's front  
yard.

—De Woods of Pine.

The turpentine's traditional method of fire prevention has been to burn the woods during winter after the scrape was collected. The underbrush, needles and chips were hoed away from the cupped trees and the tract burned off when the ground was damp. During recent years, however, many operators in the naval stores belt which extends from North Carolina to Texas have cooperated with the government Forest Service in fire protection and reforestation. In Florida alone, more than 125 operators subscribing to the service are protecting approximately one million acres of turpentine forests, representing about one-fourth of the State's total protected lands in 1939. Less than 3 percent of these lands was burned over as against 55 percent in unprotected areas.

A plow used for firebreaks removes all vegetation from a 9-foot strip and provides a level cleared surface that can be traveled by cars, wagons and trucks. The State and Federal government pay half the cost of the work. Timber lands worked for naval stores are protected by organized crews equipped for fire fighting and a system of lookout towers manned by watchers and connected by phones. This service eliminates raking costs, and in some instances over a period of from two to four years, has increased by 20 percent the yield of gum in protected areas.

Since slash pines are not cut for pulpwood until they have been worked for naval stores, the loss through fire-charred faces often reduces their value by 25 percent. Logs with charred faces are not marketable until the burned surfaces has been removed.

Naval stores workers are taught that eternal vigilance in the matter of fire protection is the means of providing security for their jobs. The lyrics of an old negro turpentine's song carried the lesson that the fewer the fires, the more the trees, and the more gum and work. This idea was adopted by a modern-day composer in a song "De Woods of Pine," in bulletins by the Florida Forest and Park Service. The chorus runs:

"Pay day's comin' while de pine trees  
grow

Hits de surest thing dat a man kin know.  
De wolf am a-comin' right in de door  
When de ole piney wood ain't here no  
more."

The naval stores belt of the United States roughly follows the Atlantic and Gulf coasts, beginning in Virginia and extending

southward into middle Florida and on westward as far as Texas. This is the re-

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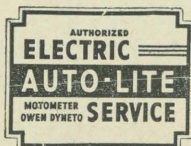
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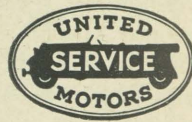
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Jacksonville, Fla.

Quarries:  
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Camp, Fla.  
Gay, Fla.



gion of the longleaf pine, a tree partial to a warm, moist climate but not particular as to soil requirements. The northern area has about eight months of frostless weather a year; the area in Florida and bordering the Gulf has 10 or more months during which warm rains and bright sunshine provide ideal growing conditions.

The original growth of slash and longleaf pine is practically exhausted and approximately 80 percent of the producing trees in the Southeastern States are today second growth. In addition to a fire protection program to insure future crops, naval stores interests in cooperation with the Forest Service have planted millions of seedlings annually since 1934, the majority fast growing slash pine on old fields and cut-over lands. With proper spacing, thinning and protection, these may reach cupping size in about their fifteenth year. Some operators prefer to do their thinning before a tree reaches the cupping stage, since this allows remaining trees to develop full crowns, one of the factors that increases the yield of gum.

For the purpose of scientific and practical study of the many problems that determine costs, waste and losses, together with the improvement of methods of processing and packaging, the Naval Stores Station of the Bureau of Chemistry and Soils was established near Olustee in 1931 by the United States Department of Agriculture. This station, in the heart of the naval stores belt, is the first and only one of its kind in America. Its equipment includes a model fire still and still setting, with other essential buildings, a general industrial laboratory containing a 25-barrel copper steam still plant, modern gum-cleaning equipment, aluminum stills, pilot plants and a central laboratory. Through cooperation with State organizations, the station makes available to the producer, at his own plant, the best practices in still operations.

Equally important in research pertaining to the naval stores industry but confined to improvements in wood methods, is the branch station of the Southern Forest Experimental Station, occupying a selected area of 2,200 acres in the Olustee Experimental Forest. Among the subjects studied are the relatives yields from deep and moderate chippings over long periods, relative yields of a single face as against two faces on a tree, proper width of face for long-time operations, the effect of bark bars, fire, drainage of land, thinning of trees and many other problems that confront operators.

The Federal Naval Stores Act classifies spirits of turpentine and rosin, respectively, as gum spirits of turpentine, steam distilled wood turpentine, destructively distilled wood turpentine, sulphate wood turpentine, gum rosin and wood rosin.

Specifications for the various kinds of spirits of turpentine have been established by the American Society for Testing Mate-

rials and the Federal Specifications Executive Committee. There are no such specifications for rosin.

Among the many factors that influence yield are soil, weather, size of timber, and all the details of the technique of facing trees. Large trees on land free from hardpan and unburned soil, with wide, full crowns are the best producers.

The uses of turpentine and rosin are manifold and they are steadily increasing as research continues. As a volatile oil consisting chiefly of terpene hydrocarbons, turpentine is suitable for use as a solvent, thinner, chemical raw material and as a chemical or pharmaceutical agent. Rosin, a solid,

consists of about 90 percent of rosin acids, which readily form salts and esters. Other uses for rosin can be roughly classed as a



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solvent or flux, plasticizer, adhesive and protective coating.

Classification of the many uses of these products are given in detail in "Uses of Turpentine and Rosin," Bulletin MC-40, issued by the Naval Stores Station of the Bureau of Chemistry and Soils.

The Southeastern States produce approximately 55 percent of the world's supply of gum naval stores or turpentine. Because of the present large production of wood rosin in the United States, however, its total production is about 80 percent of the world rosin production. The open market at Savannah, largest in the United States, is recognized as an accurate barometer of world supply and demand and its daily quotations are posted on leading domestic and foreign exchanges.

An amendment to the Social Security Act specifically exempting naval stores from taxes after January 1, 1940 was of far-reaching significance to the South. This amendment held that the production of these products was an agricultural pursuit and not an industrial process. In view of the lowered cost of production, it gave naval stores interests a respite.

Turpentine operators, suffering from a slump in prices, a curtailed export market and a rapid depletion of forests, found it advisable to recognize methods of production and marketing and seek new uses for their products.

The American Turpentine Farmers Association Cooperative, formed at Jacksonville in 1936, its members representing 90 percent of the United States production, inaugurated a program to cut excess production by about 25 percent, get rid of surplus stock and undertake conservation. This rehabilitation program has resulted in the erection of many new-type central stills, improved quarters and living conditions for workers, the processing and packaging of produce at the source and in expediting the use of the refined products by various manufacturers.

The economic woes of naval stores farmers have been offset to a large extent through government aid. Since 1936 producers received benefit payments under the Agricultural Adjustment Administration program similar to those granted cotton growers. This is administered by the Forest Service of the United States Department of Agriculture. Farmers cooperating are eligible for Commodity Credit Corporation loans that are extended to carry surplus until better markets develop.

Distribution of naval stores is in the hands of "factors" who control the industry and arrange financing, assembling and marketing. A factor takes the place of a banker in the trade, acting not only as financial agent but also as wholesaler in naval stores equipment and supplies and commissary goods.

\* \* \*

#### NAVAL STORES PRODUCTION

April 1, 1940 to March 31, 1941

Turpentine (50-gallon barrels)

Gum .....	343,938
Wood, Steam Dist. ....	161,161
Wood Sulphate .....	54,081
Wood Dest. Dist. ....	7,161
<b>Total .....</b>	<b>566,341</b>

Rosin (500-lb. barrels)

Gum .....	1,148,413
Reclaimed (Gum) .....	25,226
Wood, Steam Dist. ....	973,226

**Total .....** 2,146,865

Wood, Sulphate (liquid tons) .... 18,358

Gum Turpentine by States  
(50-gallon barrels)

Alabama .....	23,444
Florida .....	86,560
Georgia .....	218,202
North and South Carolina .....	6,040
Louisiana-Texas .....	1,822

**Total .....** 343,938

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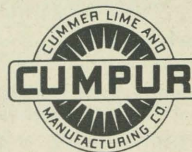
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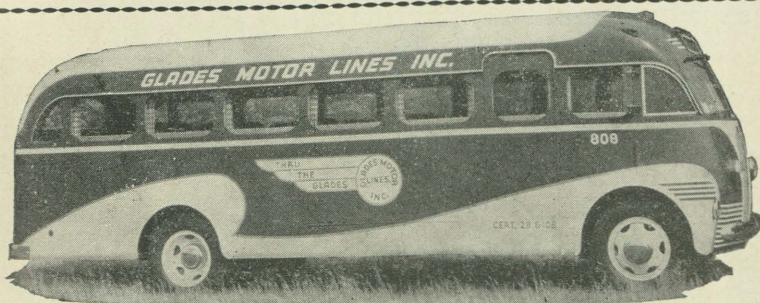
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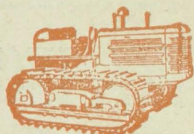
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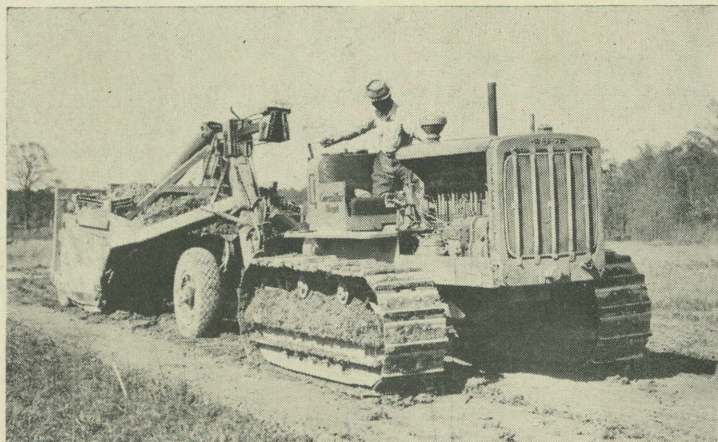
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